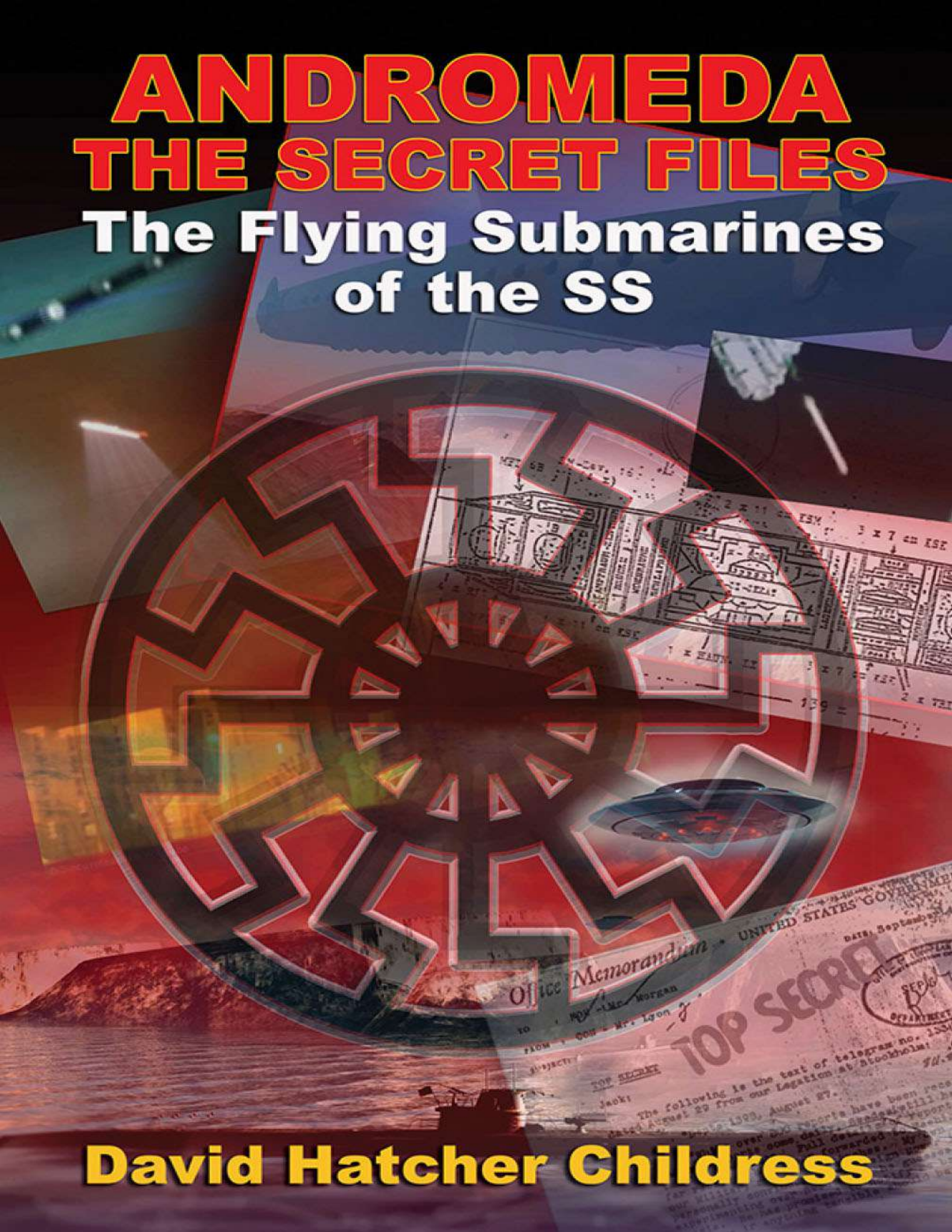
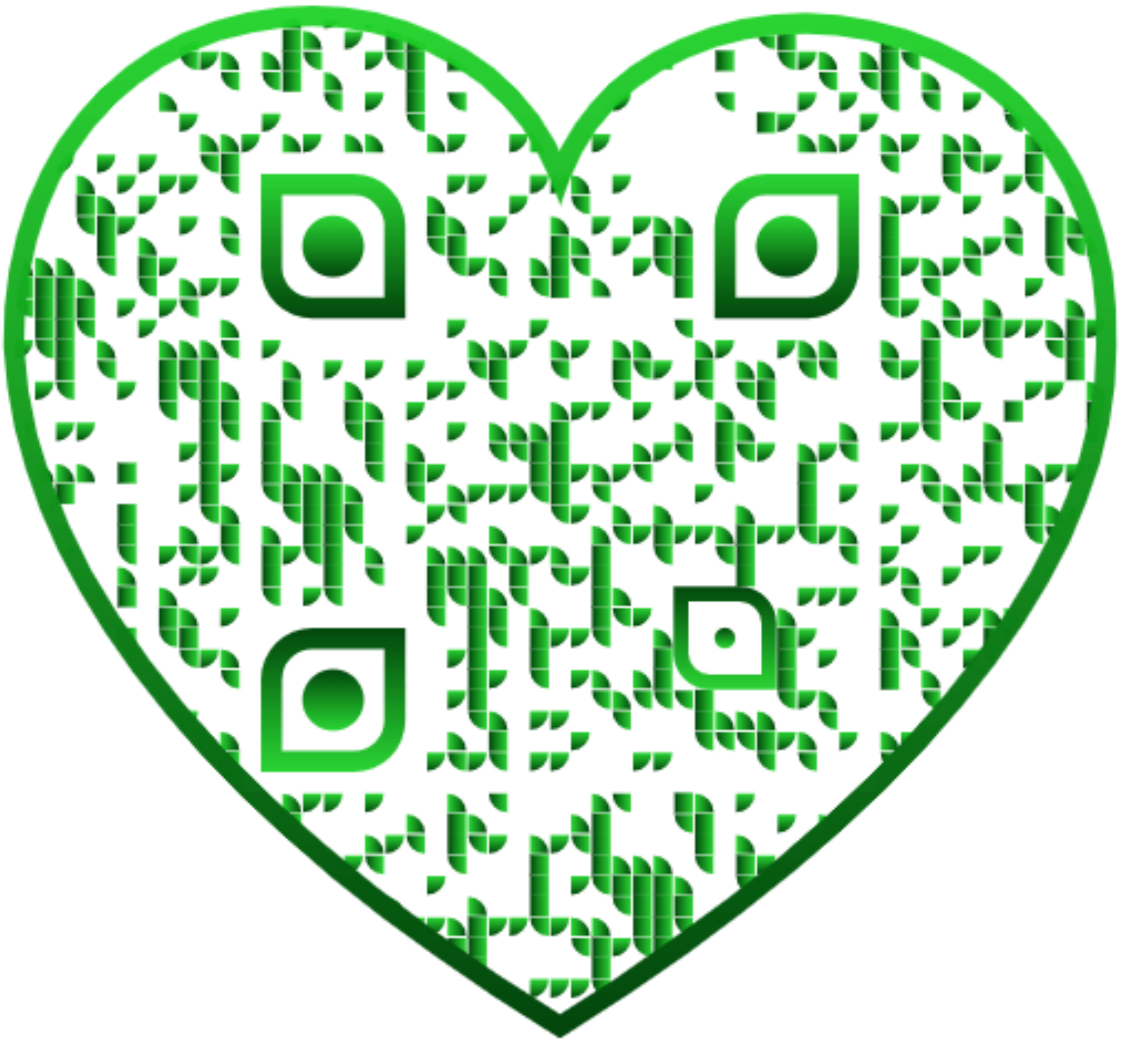
ANDROMEDA
THE SECRET FILES
The Flying Submarines of the SS



David Hatcher Childress



Other Books by David Hatcher Childress:

HAUNEBU: THE SECRET FILES
ANTARCTICA & THE SECRET SPACE PROGRAM
ANCIENT TECHNOLOGY IN PERU & BOLIVIA
THE MYSTERY OF THE OLMECS
PIRATES AND THE LOST TEMPLAR FLEET
TECHNOLOGY OF THE GODS
A HITCHHIKER'S GUIDE TO ARMAGEDDON
LOST CONTINENTS & THE HOLLOW EARTH
ATLANTIS & THE POWER SYSTEM OF THE GODS
THE FANTASTIC INVENTIONS OF NIKOLA TESLA
LOST CITIES OF NORTH & CENTRAL AMERICA
LOST CITIES OF CHINA, CENTRAL ASIA & INDIA
LOST CITIES & ANCIENT MYSTERIES OF AFRICA & ARABIA
LOST CITIES & ANCIENT MYSTERIES OF SOUTH AMERICA
LOST CITIES OF ANCIENT LEMURIA & THE PACIFIC
LOST CITIES OF ATLANTIS, ANCIENT EUROPE & THE MEDITERRANEAN
LOST CITIES & ANCIENT MYSTERIES OF THE SOUTHWEST
YETIS, SASQUATCH AND HAIRY GIANTS
BIGFOOT NATION
VIMANA
ARK OF GOD
With Brien Foerster
THE ENIGMA OF CRANIAL DEFORMATION
With Steven Mehler
THE CRYSTAL SKULLS

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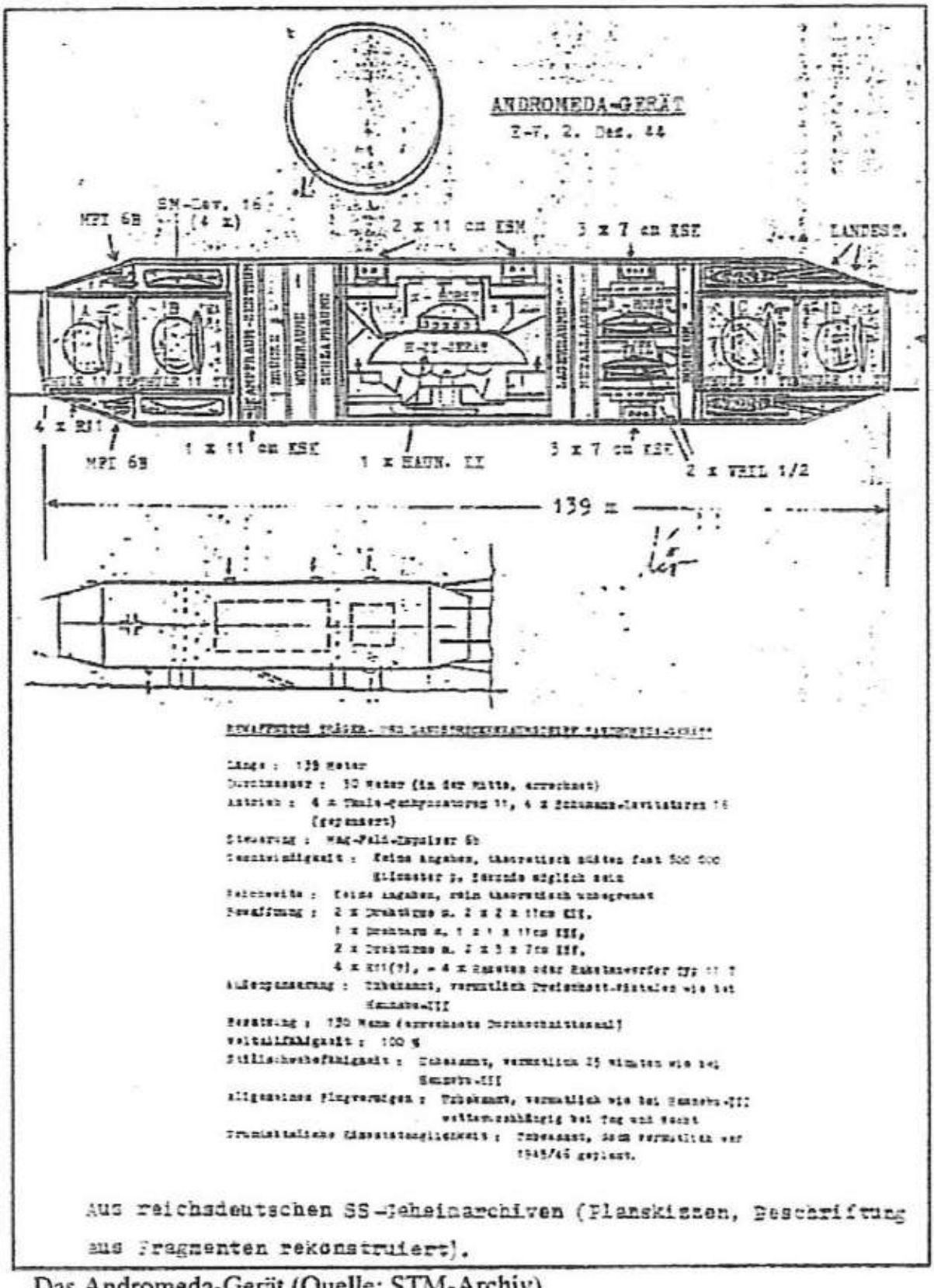
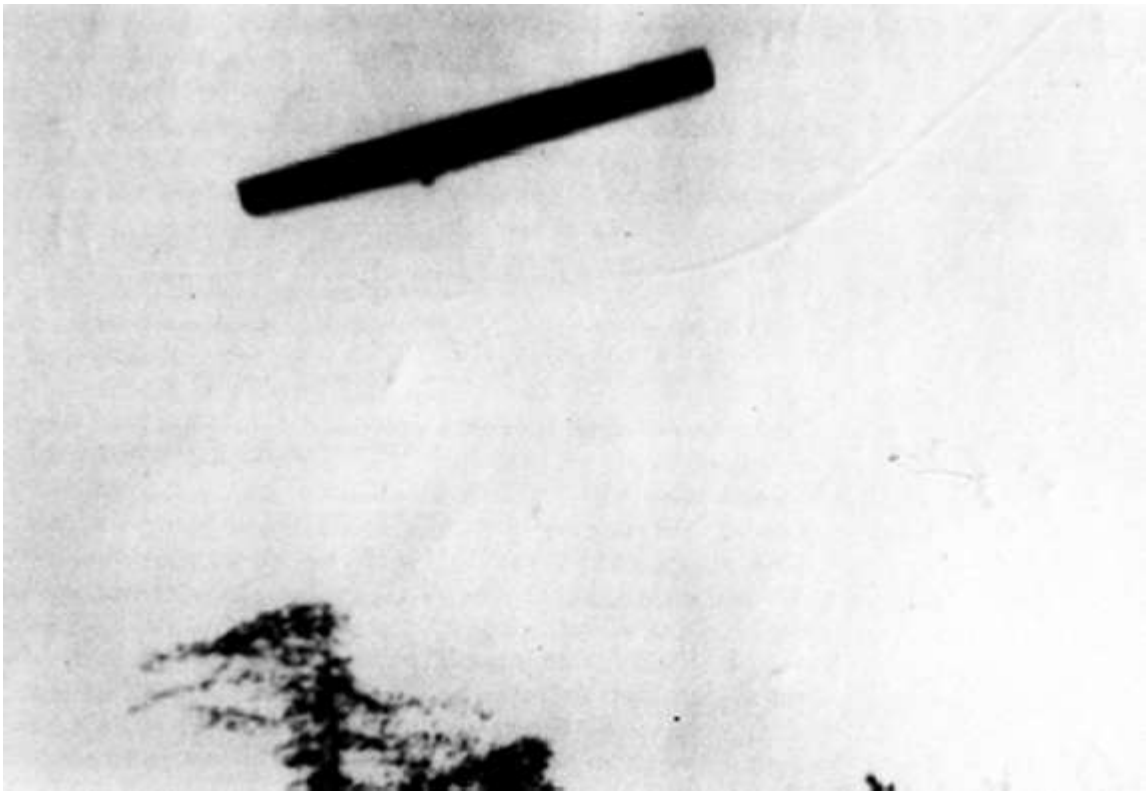


Aus reichsdeutschen SS-Geheimarchiven (Planskizzen, Beschriftung aus Fragmenten rekonstruiert).

Das Andromeda-Gerät (Quelle: STM-Archiv)

Plans for the Andromeda craft.



This remarkable Andromeda-type craft was photographed in Rhode Island. in 1968 by Joseph Ferrier and presented to Project Blue Book. They had no explanation..

ANDROMEDA
THE SECRET
FILES
The Flying
Submarines of the SS

David Hatcher Childress

An alleged photo of an Andromeda craft in flight.

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A photo of a Haunebu II taken during WWII.

Chapter 1
The Vril and Haunebu Saucers

When I was a child, I caught a fleeting glimpse
Out of the corner of my eye I turned to look, but it was gone
I cannot put my finger on it now
The child is grown, the dream is gone
I have become comfortably numb
—*Comfortably Numb*, Pink Floyd

On December 29, 2020 a long cylindrical UFO was seen in the night skies off the shore of Oahu. The object had a blue glow to it and when it dove into the water, witnesses could still see the blue glow of the craft. It was about 8:30 in the evening and it was two nights before New Year's Eve. Hundreds of people saw the object and multiple people took video footage of the glowing phenomenon. Many witnesses called the police to report the sighting.

Said *Hawaii News Now* (Hawaiinewsnow.com) in Honolulu in a story that appeared on January 4, 2021 and included some video footage:

> An unidentified flying object spotted in the evening sky over Leeward Oahu prompted witnesses to call 911 on Tuesday. The sighting happened about 8:30 p.m.
>
> There are multiple videos of what appears to be a glowing, oblong mass—both in the sky and in the water.
>
> Officials from the Federal Aviation Administration say there were no aircraft incidents or accidents in this area at the time. But multiple witnesses reported seeing a large blue object fall out of the sky and into the ocean. In one video a woman can be heard saying, "Something is in the sky. What is that?"
>
> Misitina Sape told *Hawaii News Now* she captured the image at 8:26 p.m. near Haleakala Avenue in Nanakuli. Not long after, a woman named Moriah spotted what looked like the same object passing over Princess Kahanu Estates.
>
> "I look up and then I was like oh s***!," she said. "I started calling my husband and them because they were all in the garage. I was like hey. Come look up there. See if you see what I see. They all said yea!"

The 38-year-old says she's never really been a believer in UFOs, but the bright blue object had them so intrigued they jumped in the car and started following it. "I don't know what it was," she said. "This one was going so fast."

The journey ended less than three miles from where it began. She says they stopped the car on Farrington Highway in front of the Board of Water Supply building after the object appeared to drop into the ocean.

In one of Moriah's videos you can hear her say, "(It) went in the water. Whatever it is." She described it as being larger than a telephone pole and says she never heard it make any sound. "We called 911," Moriah said, "to have one cop or somebody come and check 'em out."

While officers were on scene Moriah says they spotted a second light. "My husband went to look and he seen the white one coming," she said. "The white one was smaller. Was coming in the same direction as the blue one."

They lost sight of the object after it passed over a nearby mountain. Thursday morning we asked Honolulu police if investigators figured out what fell in the water. A spokesperson told us they didn't have any information.

Meanwhile, FAA spokesperson Ian Gregor said the agency received a report from police Tuesday night about a possible plane down in the area "but had no aircraft disappear off radars. And no reports of overdue or missing aircraft."

Although Moriah's had a couple days to think about it, she says she's still baffled by what she saw. "To this day I don't know," she said laughing. "If you guys can find out what it was, I'd like to know, you know?"

So what are we to make of this story? It's the last few nights of 2020 and a cylindrical, glowing UFO is hovering off the coast of Hawaii and then diving into the water—was this an Andromeda craft? What is an Andromeda craft? The Andromeda craft, or Andromeda Gerat as it is labeled in the few plans that we have, is a long, cylindrical anti-gravity craft allegedly developed by the Germans during WWII. It is the typical cigar-shaped UFO that has been discussed for decades alongside flying saucers, flying triangles

and round Saturn-shaped craft. More recently we can add cubes hovering in the air, diamond-shaped craft and other odd-shaped vessels.

On February 21, 2021 a pilot on a Phoenix-bound American Airlines flight radioed that an unidentified cylindrical object flew over the plane in New Mexico. Said a story in the *Arizona Republic* on February 25 under the headline “Pilot reports UFO, says missilelike object flew over plane during flight to Phoenix”:

> A pilot on a Phoenix-bound American Airlines flight radioed that an unidentified object flew over the plane in New Mexico on Sunday.
>
> At approximately 1:19 pm CST, the pilot of American Airlines Flight 2292 from Cincinnati reported, “Do you have any targets up here? We just had something go right over the top of us,” according to a radio transmission recorded by a blogger, Steve Douglass, and uploaded on Douglass’ blog, Deep Black Horizon.
>
> At that time, the aircraft was over the northeast corner of New Mexico, according to Douglass.
>
> “I hate to say this—looked like a long cylindrical object that almost looked like a cruise missile type of thing moving really fast. It went right over the top of us,” the pilot said in the radio transmission.
>
> Douglass said he was trying to find if he had recorded a mayday call from another aircraft whose engines caught fire after taking off from Denver when he heard the pilot.
>
> “It was a pure coincidence,” Douglass told *The Arizona Republic*. “I was just as surprised as everybody else was.”
>
> American Airlines has confirmed that the radio transmission is from American Airlines Flight 2292.
>
> “Following a debrief with our flight crew and additional information received, we can confirm this radio transmission was from American Airlines Flight 2292 on Feb. 21,” according to a statement from American Airlines.
>
> The Federal Aviation Administration air traffic controllers didn’t see any object in the area on their radarscopes, according to a statement from FAA spokesperson Ian Gregor.

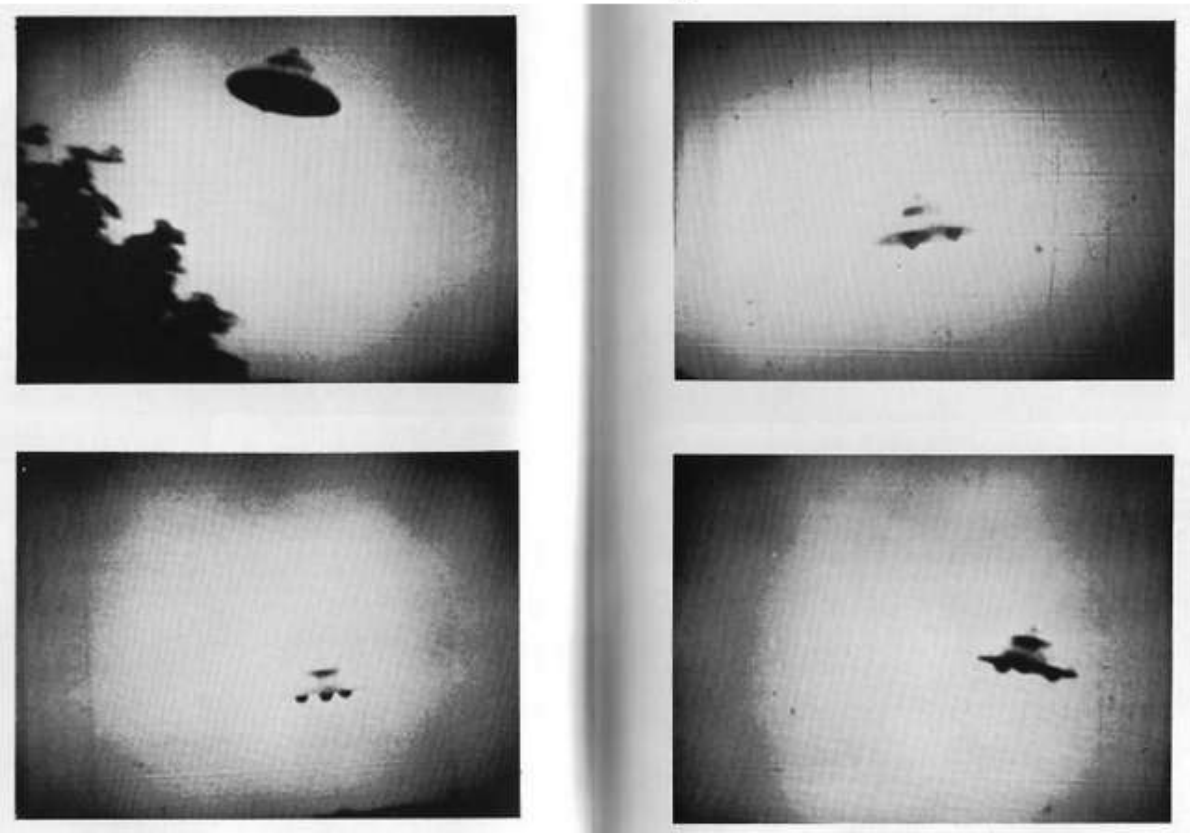
Could it have been a missile? Scott Stearns, director of public affairs at White Sands Missile Range, located in southern New Mexico, said the range conducted no tests on Sunday and that “we never test in that area.”

White Sands Missile Range is the U.S. Department of Defense’s “largest, fully-instrumented, open air range,” according to the range’s website.

Stearns said he has also communicated with the Holloman Air Force Base, which is also located in the southern area of New Mexico, and “they have nothing at all up there.”

A Holloman Air Force Base spokesperson told *The Republic* they would look into the issue but did not respond in time for publication.

Originally established in 1942, the Holloman Air Force Base is home to the world’s longest and fastest test track, according to the base’s website.



Four photos of a Haunebu in flight. Date unknown.

The FBI in New Mexico did not immediately respond to a request for comment. In 2018, pilots over southern Arizona saw an

unidentified object in the skies north of Tucson, according to an FAA recording obtained by *The Republic*.

So, we have an incident where the classic “cigar-shaped” UFO flies over a passenger plane. The Air Force says it was not a missile. Was it an Andromeda craft? Let us take a look at the supposed flying saucers and cylindrical craft that were developed in Germany, before and during WWII.

The Vril and the Haunebu

As I explained in my previous book, *Haunebu: The Secret Files*,[52] the mystery of the saucers and the cigar-shaped craft actually began before WWII, but it was during this war, and shortly afterwards, that the phenomena of flying saucers, flying boomerangs, flying cigarshaped objects and more began to flood the skies of the world. What on earth was going on? Were we being invaded from another planet? According to the press and the military, no one knew for sure.

Were there really UFOs in the skies? In later years, various skeptics and skeptical societies promoted the view that there weren’t really unexplained flying machines in the sky, it was just the overactive imaginations of people in the years after WWII. Yet, is this really a good explanation for a large part of the UFO phenomena? No, it is not. Evidence does exist that craft from other planets are visiting the Earth. Evidence also exists that the Germans were designing and building disk-type craft during WWII and perhaps before.

Books and articles were written about these German craft starting almost immediately after the war, but no good photos of these craft on the ground had really surfaced. But, since about 1990, researchers in Europe, Australia, America and elsewhere have received documents and photos that show the designs of German flying saucers and the large cylindrical mothership called the Andromenda. They arrived via a curious document dump involving a German living in London named Ralf Ettl. Once he had the documents Ralf Ettl teamed up with another German named Norbert Jürgen Ratthofer (sometimes spelled Rathoffer, with a double f, and sometimes and sometimes with a hyphen between Jürgen and Rathoffer).

The two released a book, circa 1989, titled *UFO—Das Dritte Reich schlägt zurück?* (*UFO—The Third Reich Strikes Back?*[21]). This book published photos and plans of the Haunebu, Vril and Andromeda craft. They went on to author and publish a second book in 1992 entitled *Das Vril-Projekt: Der Endkampf um die Erde* (*The Vril Project: The Final Battle for the Earth*[22]) That same year they also released a one-hour documentary film in German called *UFO—Geheimnisse des 3 Reichs* (*UFO—Secrets of the Third Reich*). This film was shown in Austria in 1992 but saw limited release. It was sold as a videotape and it seems doubtful that it was ever shown on television in Austria, but may have been sold to television stations in other countries.

The Haunebu and Vril documents were published again in 1996 in a German language book called *Die Dunkle Seite Des Mondes* (*The Dark Side of the Moon*)[23] by "Brad Harris" and published by Pandora Books in Germany. This German language book purported to be the translation of an English book, supposedly published a few years earlier.

However, no such English book ever existed and it would seem that "Brad Harris" is just a fake name for some German author, perhaps Norbert Jürgen Ratthofer. The book contained a number of Haunebu and Vril documents and I republished some of these illustrations in the updated version of my book *Man-Made UFOs*.[16] This was a clever way of bringing controversial documents out— in Germany no less—of the Haunebu and Vril craft that had been rumored for decades.

Germany has strict laws concerning symbols and speech surrounding the Nazi era and the swastika is banned from public use, including in magazines, books and posters. Photos of the Haunebu and Vril craft do not have swastikas on them allowing them to be viewed in Germany. When the craft have a symbol on them it is the German Cross. It was later said that the Haunebu and Vril craft had the Black Sun logo on them, instead of the German Cross. Austria does not have the same laws forbidding discussion or images of the Nazis and this is the reason that the film *UFO—Geheimnisse des 3*

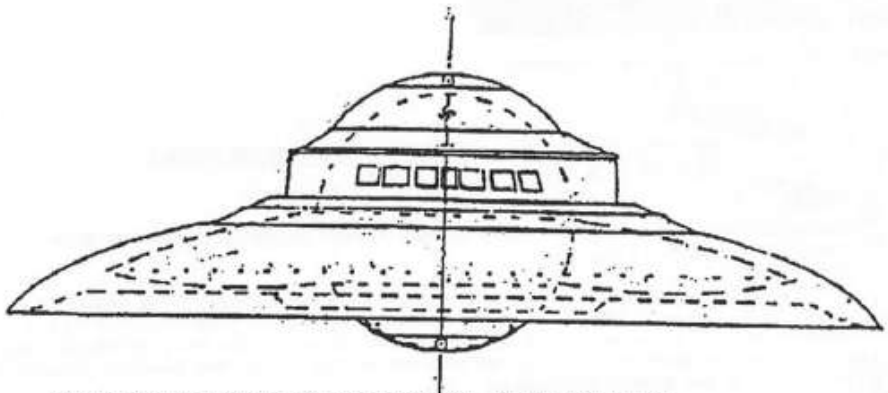
Geheime Kommandosache

Flugkreisel-Erprobung, Stand / Anzahl Erprobungsflüge:

HAUNEBU I	(vorhanden 2 Stück)	52	E-IV
HAUNEBU II	(vorhanden 7 Stück)	106	E-IV
HAUNEBU III	(vorhanden 1 Stück)	19	E-IV
(VRIL I)	(vorhanden 17 Stück)	84	(Schumann)

Empfehlung:
Beschleunigen von Abschlußerprobung
und Produktion „Haunebu II"
+ „VRIL I"

HAUNEBU I



MITTELSCHWERER BEWAFFNETER FLUGKREISEL, TYPE „HAUNEBU I"

Durchmesser: 25 Meter
Antrieb: Thule-Tachyonator 7b
Steuerung: Mag-Feld-Impulser 4
Geschwindigkeit: 4800 Kilom.p.Std. (rechn. bis 17000)
Reichweite in Flugzeit: 18 Stunden
Bewaffnung: 2 x 8cm KSK in Drehtürmen und 4 x Mk 108, starr nach vorn
Außenpanzerung: Doppel-Vitalen
Besatzung: 8 Mann
Weltallfähigkeit: 60 %
Stillschwebefähigkeit: 8 Minuten
Allgemeine Flugfähigkeit: Tag wie Nacht
Grundsätzliche Einsatztauglichkeit: 60 %
Frontverfügbarkeit: Nicht vor Jahresende 44

Bemerkung: Die SS-E-IV hält Konzentration auf bereits im Versuch stehende „Haunebu II" für sinnvoller als an beiden Typen parallel weiterzuarbeiten. „Haunebu II" verspricht entscheidende Verbesserungen in nahezu allen Punkten. Höhere Herstellungskosten scheinen gerechtfertigt - besonders mit Blick auf Führer-Sonderbefehl, Flugkreisel betreffend.

Reichs was released in Austria and not Germany.

This movie can be found on the IMDb website where we learn that the English language version, called *UFO Secrets of the Third Reich,* was released in Austria in 1998. The brief description says, “What did the Germans and Hitler know about the universe and UFOs? This documentary unravels some of the mysterious knowledge that was present during the Third Reich.” We are told the two writers are Jürgen Ratthofer (screenplay), Ralf Ettl (screenplay). We are also told that the documentary features Ernst Harmannstein, Wolfgang Pampel, Eugen Lardy, and a number of others.

So, clearly Norbert Jürgen Ratthofer and Ralf Ettl are behind the release of most of the Haunebu and Vril documents, but are they trustworthy? Who is behind this document dump? The English version of the documentary had a narrator at the beginning announce that the material had come from “the Austrian Branch of the Knights Templar.” Some have claimed that the material came from the Austrian branch of the Vril Society.

The American with the most knowledge of these documents is Henry Stevens, a California researcher who has been studying the field of German flying disks and other secret technology for decades. Stevens has been in contact with several German researchers on this subject and is the author of a number of books, including *Hitler’s Flying Saucers*[34] and *Dark Star*[46].

In private correspondence Stevens told me:

> I was suspicious of the “Ettl Dump” for years. I still am. It is just a little too good. What made me reappraise my position was the late Heiner Gehring who was a straight up, no BS guy. As I mentioned he visited Landig [a former SS officer and author of fictional books on German saucers and secret bases] just before Landig died and was shown Landig’s files. Evidently, there was a lot Landig did not tell us in his novels. Heiner came away talking about the Vril and Haunebu saucers as if they were real.
>
> Then there is the field propulsion saucer FBI report (the Gut Alt Glossen Report) in my first book [*Hitler’s Flying Saucers*] which fits the bill exactly.

I do not know that Heiner believed all of the Tempelhofgesellschaft lore about the Haunebus, the mediums, the flight to other worlds, etc. I rather doubt he believed this and I certainly do not believe this. Nevertheless, he reported some of it, probably based on what he found with Landig.

Heiner was my source as to the Ettl Dump. He explained it to me. In themselves, Ettl and Ratthofer are not credible sources in my eyes. Ratthofer was a security guard or janitor who claimed membership in this secret society. Ettl was a filmmaker and wannabe big time producer. Let me give you an example.

Ettl's production/movie company filed bankruptcy in Germany. This is a very big deal in Germany. But Ettl still wanted to make money on the films belonging to the company and had the master tapes. He sold the right to copy them to a guy in New Zealand or Australia. I found out about this, realized it is probably illegal but my friend at that time Wolf Leithardt, a German living near me, wanted the rights too. They got together and for $500.00 he bought the rights to *UFOs Secrets of the 3rd Reich*—but not the exclusive rights. So Ettl was going around the world selling rights to this film that he made but technically was part of a bankruptcy.

Add to this Ettl and Ratthofer had some sort of interest in a post-production company in Austria, one which could do digital images. We called that company at the time and when the name of the first film or the names of Ettl and Ratthofer were mentioned, people could not run away fast enough.

[Bulgarian-American researcher] Vladimir Terziski was given a couple pictures of a Haunebu in NEGATIVE form. This had great credibility in my mind since I do not recall anyone faking a negative. I think these pictures were in my first book [*Hitler's Flying Saucers*]. Vladimir visited both these guys with that Japanese UFO film crew. Vladimir went to college in Japan and spoke Japanese. But neither Ettl or Ratthofer spoke English so they found a local guy to translate to English for the visit. It was Jan van Helsing the conspiracy writer aka Udo Holy.

About this time I began to turn more and more to the people researching the Jonas Valley as better sources in Germany as well as Friedrich Georg. These guys did not deny the Haunebu thing

but like me tried to keep it at an arm's distance. The only one who accepted the Haunebu narrative wholly was Dr. Axel Stoll, a geophysicist.

I still do not know for sure anything about the whole Ettl/Ratthofer/Haunebu thing.

Then in a second email he said:

I forgot two things.

1. Vesco's Kugelblitz (ball lightning) was a reference to the plasma nature of the Haunebu engine. I never made this point but I should have done so.

2. Michael X. Barton's German Saucer Story contained a description of the Haunebu. He listed several, maybe 8 or so, wonder weapons. One he called the "magnetic bottle" or the flying magnetic bottle. This was some sort of flying craft which sounds very Haunebu-like.

So, Henry Stevens believes that the documents concerning the Haunebu, Vril and Andromeda craft are authentic, though questions remain as to their origins; he doesn't think much of the men who released them. He mentions the field propulsion saucer FBI report, which he calls the Gut Alt Glossen Report, as something that convinced him that the Haunebu saucer had been built and used during the war and after.

The Gut Alt Glossen Report was actually two FBI reports from November 7 and 8, 1957. It is from these reports obtained under the Freedom of Information Act that accounts of Haunebu craft in action can be gleaned. The FBI reports said that a witness saw a craft identical to a Haunebu at the German town of Gut Alt Glossen. Says Stevens in his first book:

The files in question are Gut Alt Glossen file numbers 62-83894-383, 62-838994-384 and 62-83894-385. Their date is 11/7/57 to 11/8/57. They deal with a Polish immigrant, then living in the United States, who reported his wartime experience to the Bureau hoping it might throw some light on UFO sightings seen in Texas at about this time.

The time of the sighting was in 1944, the place was Gut Alt Glossen, approximately 30 miles east of Berlin. The informant, whose name has been deleted, states that while he was a prisoner

of war working for the Germans, a flying object arose nearby from behind an enclosure hidden from view by a 50-foot high tarpaulin-type wall. It rose about 500 feet then moved away horizontally. The only noise the object made was a high-pitched whine. The object was described as being 75 to 100 feet in diameter and 14 feet high. It was composed of a dark grey stationary top and bottom sections five to six feet high with a rapidly moving center section producing only a blur and extending the circumference of the vehicle. Notably, the engine of their farm tractor stalled during this event and the SS guards told the driver not to attempt a restart until the whine could no longer be heard.

Because of what I believe is their importance, these files have been reproduced here… One of the most compelling reasons for taking this report so seriously is that the government of the United States of America took this report so seriously. It is hard to believe that an agency such as the FBI would take and retain reports of flying saucers which had no special meaning for them. Add to this the fact that this report was over ten years old at the time it was taken and that it concerns a report originating in another country.

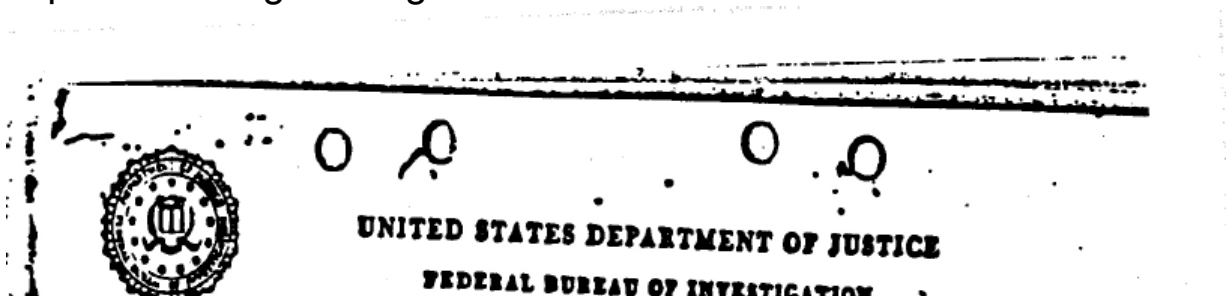
The FBI operates within the USA and usually does not concern itself with foreign matters unless they have meaning for the internal security of the United States. Could the reason that this report was taken and retained for so many years be that it did, in fact, have meaning for the internal security of the United States? Did it have something to do with the flying saucers seen over Texas at the time which also stopped motor vehicles?

As an alternative to the security issues, could there have been another reason that the FBI was so interested in flying saucers? Did the FBI desperately want information on UFOs which was held by the military and other branches of the intelligence community which was not shared with the FBI? It has been rumored that J. Edgar Hoover, head of the FBI at the time, was very interested in learning these secrets but was held “out of the loop.” It could be that the FBI was already aware of German saucers through security clearances done on German scientists coming to the USA under Operation Paperclip. The ego of J. Edgar Hoover may have been a factor in the Bureau’s quest to learn more on this subject.

> Hoover may have wanted to be on an equal footing with other intelligence chiefs.
>
> For whatever reason, something in these reports resonated with the FBI. The report was taken seriously, investigated and kept. This fact alone speaks volumes for the existence of UFOs in general and German saucers in particular.[34]

This is a good point Stevens makes about the FBI wanting to know more about the flying saucers that were being reported around the world. He is essentially saying that J. Edgar Hoover felt out of the loop on this saucer stuff and thought the CIA was withholding information from him. Indeed they were. And CIA agents were actively working with postwar Nazis on all sorts of stuff with Operation Paperclip and more. In my book *Antarctica and the Secret Space Program*[10] I presented the evidence surrounding the allegation that the CIA had used a U-boat stationed at a secret submarine base in the Canary Islands for smuggling. The CIA knew a lot more about the postwar activities of the SS, saucers, and secret submarine activities than the FBI knew, and they were not sharing that information with them.

On top of that, we must remember that military secrets tend to be kept secret. In most countries, there is only one military and that single establishment controls ground forces, the navy, the air force, and the military intelligence of that country. Only one country has a different structure (at least until recently) than this and this country is the United States of America. The USA has traditionally kept all of the branches of the military—the Army, Navy, Marines, and the Coast Guard—separate from each other. This has meant that the Army, Navy and Marines (the Air Force separated from the Army and retained the same intelligence network) all had their own intelligence networks and operatives, and the CIA and FBI were additional, separate intelligence agencies.



In Reply, Please Refer to
File No.

Detroit 31, Michigan
November 7, 1957

UNIDENTIFIED FLYING OBJECTS

In response to a letter directed by him to Mr. Robert Cutler, Special Assistant to President Dwight D. Eisenhower, reflecting that he might have some information about the rocket in Texas, [redacted] Detroit, was interviewed November 7, 1957, and furnished the following information:

Born February 19, 1926 in the State of Warsaw, Poland, [redacted] was brought from Poland as a prisoner of War to Gut Alt Golssen, approximately 30 miles east of Berlin, Germany, in May, 1942, where he remained until a few weeks after the end of World War II. He spent the following years at Displaced Persons Camps at Work, Strasburg, Offenburg, Hilheim and Freiburg, Germany. He attended a radio technician school at Freiburg and for about a year was employed in a textile mill at Laurachbaden, Germany. He arrived in the United States at New York, May 2, 1951, via the "S.S. General Stewart" as a displaced person, destined to the Reverend [redacted], Hamtramck, Michigan; his alien registration number [redacted].

Since May, 1951, he has been employed at the Gobel Brewery, Detroit.

News report of mysterious vehicle in Texas causing engines to stall prompted him to communicate with the United States Government concerning a similar phenomenon observed by him in 1944 in the area of Gut Alt Golssen.

According to [redacted], during 1944, month not recalled, while enroute to work in a field a short distance north of Gut Alt Golssen, their tractor engine stalled on a road through a swamp area. No machinery or other vehicle was then visible although a noise was heard described as a high-pitched whine similar to that produced by a large electric generator.

62-3394-254

A page of the 1957 FBI document discussing the sighting of a Haunebu lifting off the ground in 1944 at the town of Gut Alt Glossen, 30 miles east of Berlin.

An "SS" guard appeared and talked briefly with the German driver of the tractor, who waited five to ten minutes, after which the noise stopped and the tractor engine was started normally. Approximately 3 hours later in the same swamp area, but away from the road where the work crew was cutting "hay", he surreptitiously, because of the German in charge of the crew and "SS" guards in the otherwise deserted area, observed a circular enclosure approximately 100 to 150 yards in diameter protected from viewers by a tarpaulin-type wall approximately 50 feet high, from which a vehicle was observed to slowly rise vertically to a height sufficient to clear the wall and then to move slowly horizontally a short distance out of his view, which was obstructed by nearby trees.

This vehicle, observed from approximately 500 feet, was described as circular in shape, 75 to 100 yards in diameter, and about 14 feet high, consisting of dark gray stationary top and bottom sections, five to six feet high. The approximate three foot middle section appeared to be a rapidly moving component producing a continuous blur similar to an aeroplane propeller, but extending the circumference of the vehicle so far as could be observed. The noise emanating from the vehicle was similar but of somewhat lower pitch than the noise previously heard. The engine of the tractor again stalled on this occasion and no effort was made by the German driver to start the engine until the noise stopped, after which the engine started normally.

Uninsulated metal, possibly copper, cables one and one-half inch to two inches in diameter, on and under the surface of the ground, in some places covered by water, were observed on this and previous occasions, apparently running between the enclosure and a small concrete column-like structure between the road and enclosure.

This area was not visited by [redacted] again until shortly after the end of World War II, when it was observed the cables had been removed and the previous locations of the concrete structure and the enclosure were covered by water. [redacted] stated he has not been in communication since 1945 with any of the work crew of 16 or 18 men, consisting of Russian, French and Polish POWs, who had discussed this incident among themselves many times. However, of these, [redacted] was able to recall by name only [redacted] no address known, described as then about 50 years of age and presumed by [redacted] to have returned to Poland after 1945.

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A page of the 1957 FBI document discussing the sighting of a Haunebu lifting off the ground in 1944 at the town of Gut Alt Glossen,

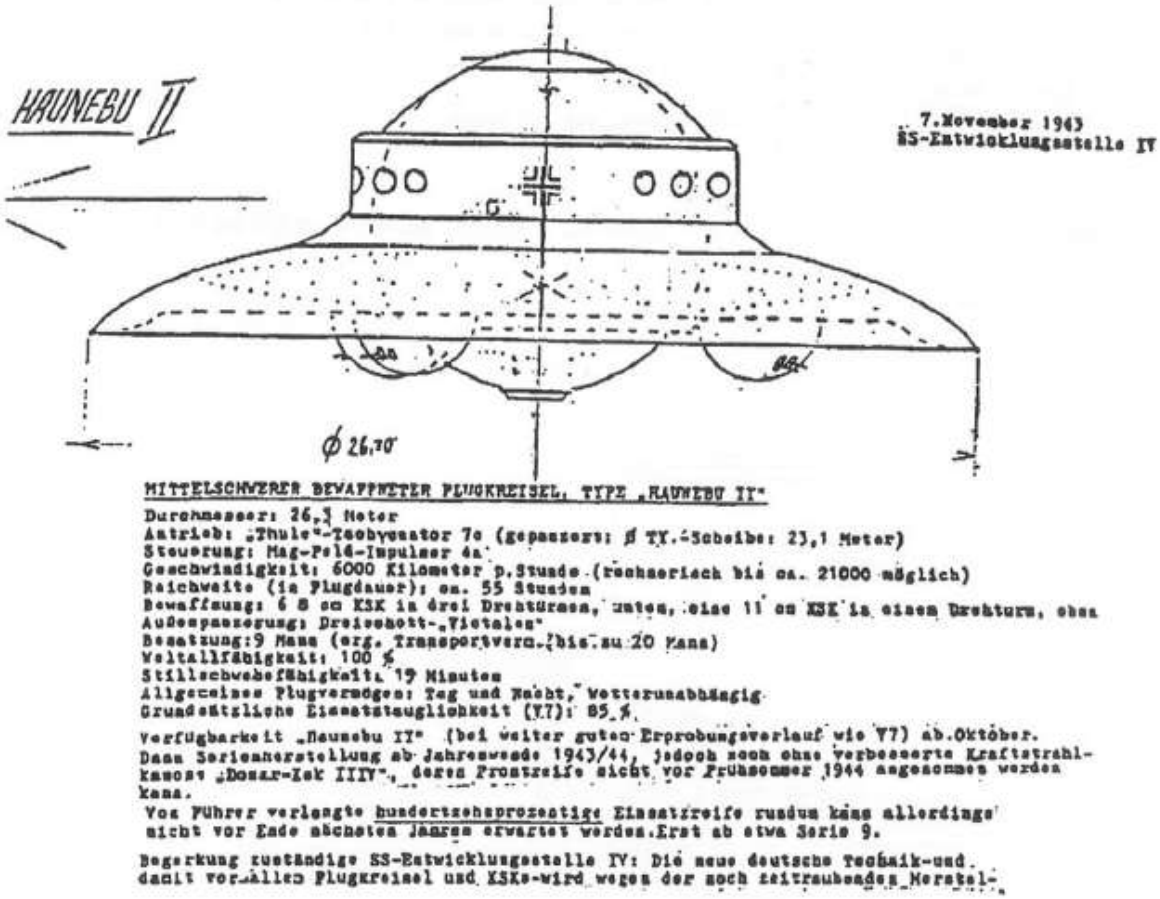
30 miles east of Berlin.

Let me repeat, no other country has ever had such a separation of military and intelligence operations than the USA, the most powerful nation on Earth. This is ultimately a good thing, though this intelligence power has been consolidated in the last few decades. Because of this rivalry, John Connelly, the former Governor of Texas shot during the Kennedy assassination, said in a television interview, “If the Navy had done it the Army would have found out and turned them in.” Indeed, cooperation between the Navy, Army, CIA and the FBI was very minimal. Their most closely guarded information and enquiries were kept to themselves. In many cases they deeply distrusted the other agencies. Many books and movies have been made on this premise, too many to name here. These books and movies often feature plots that involve interagency plotting and betrayal and CIA agents—often as drug runners— fighting with other agencies. Sometimes the military intelligence operatives look like the good guys, while the CIA are the bad guys, or the roles can be reversed. The FBI, as portrayed in the television series *The X Files*, is usually in the middle, trying to figure out what is going on in this strange universe of questionable characters.

The Haunebu Secret Files

Henry Stevens says a Haunebu craft is a large-size flying saucer, at least 30 feet or so in diameter, with a classic dome on its upper side, and without any indication of rotating disks, wheels or parts. It is thought to make a whining sound when starting up, as indicated in the FBI documents described above. Because the craft is electric there is a glow about it and at night the craft may be brightly lit.

It would seem that what is starting up are mercury plasma gyros which are electrified and create a whirling, gyroscopic tornado of energy inside sealed globes or spheres. These spheres are indicated in the Haunebu diagrams as we shall see. These plasma gyros make a whining sound when they first start up and the electromagnetic field that they generate interferes with other electrical devices in the vicinity, including car and aircraft motors. Indeed, this was essentially what the mysterious “foo fighters” did in the last days of WWII—they interfered with the electrical systems of the Allied bombers and forced them to turn back to England.


HAUNEBU II
7.November 1943
SS-Entwicklungsstelle IV
ϕ 26,70
MITTELSCHWERER BEWAFFNETER FLUGKREISEL, TYPE „HAUNEBU II"
Durchmesser: 26,5 Meter
Antrieb: „Thule"-Zeobyeaator 7e (gepanzert: ϕ TY.-Scheibe: 23,1 Meter)
Steuerung: Mag-Feld-Impulser 4a
Geschwindigkeit: 6000 Kilometer p.Stunde (rechnerisch bis ca. 21000 möglich)
Reichweite (in Flugdauer): ca. 55 Stunden
Bewaffnung: 6 8 cm KSK in drei Drehtürmen, unten, eine 11 cm KSK in einem Drehturm, oben
Außenpanzerung: Dreischott-„Vietalen"
Besatzung: 9 Mann (erg. Transportverm. bis zu 20 Mann)
Weltallfähigkeit: 100 %
Stillschwebefähigkeit: 19 Minuten
Allgemeines Flugvermögen: Tag und Nacht, wetterunabhängig
Grundsätzliche Einsatztauglichkeit (TT): 85 %
Verfügbarkeit „Haunebu II" (bei weiter gutem Erprobungsverlauf wie TT) ab Oktober.
Dann Serienherstellung ab Jahreswende 1943/44, jedoch noch ohne verbesserte Kraftstrahl-
kanone „Donar-Ink IIIY", deren Fronteife nicht vor Frühsommer 1944 angenommen werden
kann.
Vom Führer verlangte hundertzehnprozentige Einsatzreife rundum kann allerdings
nicht vor Ende nächsten Jahres erwartet werden. Erst ab etwa Serie 9.
Bemerkung zuständige SS-Entwicklungsstelle IV: Die neue deutsche Technik und
damit vor allem Flugkreisel und KSKs wird wegen der noch zeitraubenden Herstel-

Plans for the Haunebu II.

The files and photos describe two types of flying saucer, the Vril, a small two-man craft and the Haunebu, a larger saucer-shaped craft that had seats for nine people. A third type of craft is shown, the classic cigar-shaped mothership called the Andromeda. This craft could allegedly hold one Haunebu II craft and four of the smaller Vril craft.

The projects were supposedly under the supervision of the “Vril-Gesellschaft” and of the SS E IV (a secret development center for alternative energy run by the SS), and as such they were not directly under Hitler’s and the Nazi Party’s orders and were not really planned for war use. But later, when Germany’s situation deteriorated, the SS began to think about using the flying disks in the war. They were originally scout craft. Later they were used for other purposes and some were armed with anti-tank cannons.

Supposedly, the Vril and Haunebu craft had these statistics:

Vril1 from Sept. 44
Diameter 11.5 m
Drive: Schuman levitator (antigravitation eqpm.)
Steuerung/steering: mag-field-impulser
Velocity: 2900-12000km/h
Capacity: 5.5 hrs in air
Haunebu I from Dec. 44
Diameter 25 m
Drive: Thule tachyonator 7b (antigravitation eqpm.)
Steuerung/steering: mag-field-impulser
Velocity: 4800-17000km/h
Capacity: 18 hrs in air
Crew 8 people
Haunebu II from 43-44
Diameter 26.3 m
Drive: Thule tachyonator 7b (antigravitation eqpm.)
Steuerung/steering: mag-field-impulser
Velocity: 6000-21000km/h
Capacity: 55 hrs in air
Crew 9 people
Haunebu III from sometime in 45
Diameter 71 m
Drive: Thule tachyonator 7b and Schuman levitators (antigravitation eqpm.)
Steuerung/steering: mag-field-impulser
Velocity: 7000-40000km/h
Capacity: 8 weeks in air
Crew 32 people

It is interesting to note in the statistics for the Haunebu that the Vril craft could be in the air for five and half hours while the Haunebu I could be in the air for 18 hours. The Haunebu II could be in the air for 55 hours and the Haunebu III could be in the air for an astonishing eight weeks! Clearly, the Haunebu craft needed toilet facilities on them but the Vril craft had no toilet or other facilities. It was apparently noted in some crashed UFOs that there were no toilet facilities of any kind, which indicated to early military researchers that these were not long-haul craft meant for long

missions. Still, the amazing speed of the Vril craft would allow it to go long distances even in the relatively short time it could fly.

A photo of a Haunebu entering a cloud. Date unknown.

Note that the dates here start in September 1944. This was about six months before the “end” of the war (we will discuss whether the Nazis were actually put out of action when WWII was declared over). However, there are plenty of indications that these craft have been around since the 1930s with photos of craft allegedly from 1935 and 1939.

As in all clandestine programs, the names of the devices or craft were ultimately secret, and the odd name Haunebu would have originally been a code word. In looking it up on various dictionaries on the Internet, the best definition that I was able to find was this from wiktionary.org:

Haunebu (plural Haunebus or Haunebu)

(*Egyptology*, plural “Haunebu”) A member of a people from the Aegean Sea.

(*ufology*, plural “Haunebus”) Any of a class of flying saucers supposedly built by the Nazis.

So, does the meaning behind the code word “Haunebu” refer to the original Greek raiders known to the Egyptians as the Sea Peoples who fought against Egypt circa 1200 BC and were ultimately repelled? These Sea Peoples were depicted as having horned helmets, like those the Vikings supposedly wore, and they overwhelmed coastal Egypt for a period until they were defeated.

These people essentially settled in the Eastern Mediterranean in what is today Lebanon, Turkey and Greece. These people were, apparently, the “Haunebu.” It has been suspected that the Sea Peoples were from Germany and Scandinavia and this could fit in with the SS’s penchant for using esoteric and raider-type names such as vril, werewolf, death’s head, storm trooper and so on. The SS Death’s Head rings, such as the one Himmler wore, are now valuable collector’s items and were worn by most SS officers and other commanders.

Another explanation is that Haunebu is a shortened form of Hauneburg. Hauneburg was supposedly the secret facility used by the SS to develop the Vril and Haunebu craft. According to the curious website “zurvanclub.com” (taken from one of the Ettl/ Ratthofer books) the original name of the craft was “Hauneburg Gerat” or Hauneburg Device. It was later shortened to Haunebu or H-Gerat. Says the site:

> Since 1935 the Thule Society had been scouting for a remote, inconspicuous, underdeveloped testing ground for their craft. Thule found a location in Northwest Germany that was known as or possibly designated as Hauneburg. At the establishment of this testing ground and facilities, the SS E-IV unit simply referred to them as the “H-Gerat” (Hauneburg Device). For wartime security reasons the name was shortened to Haunebu. In 1939 it was briefly designated as RFZ-5 along with Vril’s machines, once the Hauneburg site was abandoned in favor of the more suitable Vril Arado Brandenburg aircraft testing grounds.

So, this seems to be the origin of the name Haunebu; the craft is named after the facility it was designed in. This is the secret development center for alternative energy run by the SS “Vril-Gesellschaft” at the site designated SS E IV. We learn from this that the secret SS research site of E IV was at Hauneburg—but where is that?

The SS often used occult type names and symbols for their ships and aircraft: Vril, Atlantis, Andromeda, Werewolf. They also used the skull and crossbones—a typical Masonic symbol first used by the Knights Templar when their fleet was outlawed by the Vatican. But with the Haunebu, we have a curious and mundane name for what

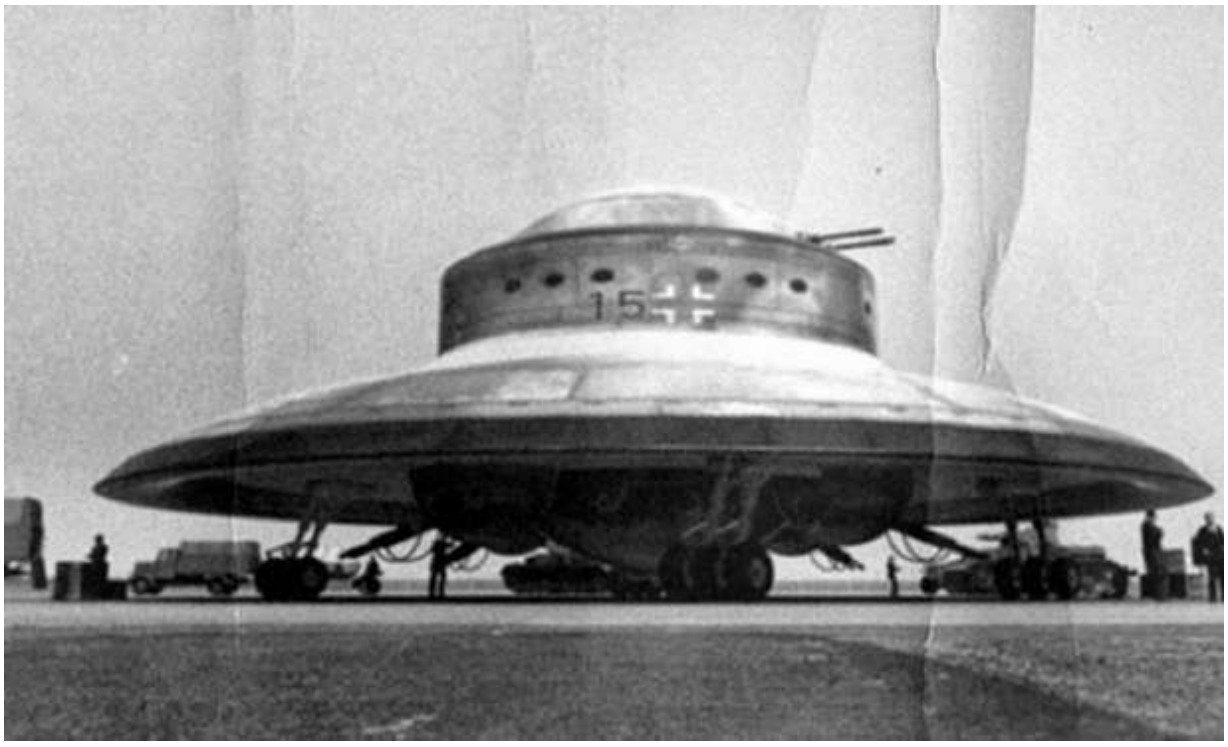
was one of the most top-secret projects during WWII. And, the super-secret nature of the craft meant that it had no name, only the code name “H-Gerat” was used in any communications. Ultimately, plans for the craft had to give the flying saucer a name and this became Haunebu.

But we still do not know where this “Hauneburg” was located, except that it was supposedly in northwest Germany. There is no town or area called Hauneburg that I am able to find. Apparently this was a secret manufacturing site probably in a rural forested area.

A prehistoric hill fort called the Heuneburg is located by the river Danube in Hundersingen near Herbertingen, in the south of Germany, close to the modern borders with Switzerland and Austria. It is considered to be one of the most important early Celtic centers in Central Europe. It is a fortified citadel and there are extensive remains of settlements and burial areas spanning several centuries. Though it has a similar name, it does not seem that Heuneburg is the location for the facility creating the Haunebu, however, maybe this facility, wherever it was, took its name from this ancient site.

An Armed, Flying Gyro

Supposedly, the Haunebu was an “armed flying gyro” that was first tested in 1939. Some websites claim that working models of the Haunebu were already being built by 1942.



A photo of a Haunebu on the ground. Date unknown.

The Revell model for the Haunebu II. Note the weapons.

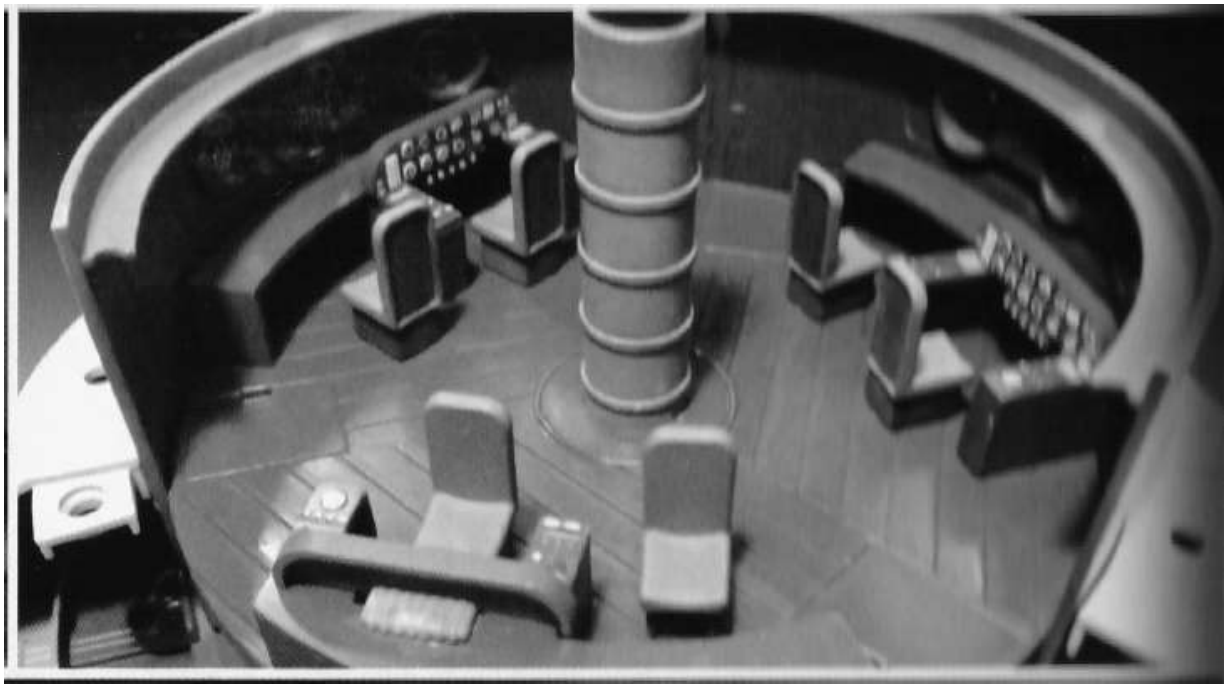
Today, the Haunebu flying saucer has infiltrated all levels of pop culture from motion pictures and television shows to scale plastic

models of the Haunebu II. These plastic models are made by a number of companies including the well-known Revell company, which is in fact a German company.

The Revell plastic model kit is made in South Korea for the company, and the name of the model is simply “Flying Saucer Haunebu II.” The cover art on the box depicts a Haunebu II armed with six anti-tank cannons which are fixed in pairs on the underside of the craft so that there are three different directions that the cannons can fire. In fact, they are mounted in the half-spherical pods beneath the craft. These three pods are seen in other Haunebu and UFO photos, including the famous Adamski photo. Were these pods used for mounting the cannons? This is clearly the case.

The Revell set also has the insides of the Haunebu II and this is depicted on the back of the box. There is also this text in six languages, including English:

> The Haunebu II looks like an aircraft out of a science fiction film. The existence and feasibility of this striking model from the time of the Second World War cannot be proven historically.
>
> •Fictitious interior design
>
> •Decal set for fictitious decorations



The Revell model interior for the Haunebu II. A unique look at the inside of the craft.

The interior shows six chairs with their backs to a central pole in the middle of the round craft. Each seat has screens in front of it with control panels. It appears that a minimum of three people are needed to operate the craft.

The model kit was designed by Revell in Germany and released in 2018, nearly 30 years after Ettl and Ratthofer's books were released in Austria. The Revell model was banned in Germany a short time after its release, the government deeming that it glorified the Nazi era, even though the craft has the German Cross on it, rather than a swastika (but a swastika was included in the decal set inside the box). It also has the number 46 in red on the upper part of the disk along with a fictitious squadron insignia depicting a running lion that is red above two bombs being dropped. This Revell model is not banned in other countries but has become rather scarce. However, I was able to order one from Amazon in the spring of 2021 and it arrived within a few days. It is wonderfully packaged and curiously contains a small sticker written in Turkish on the back of the box that indicates that it came from a warehouse in Turkey. It would seem that what stock is left of this Revell model of the Haunebu II is now in Turkey.

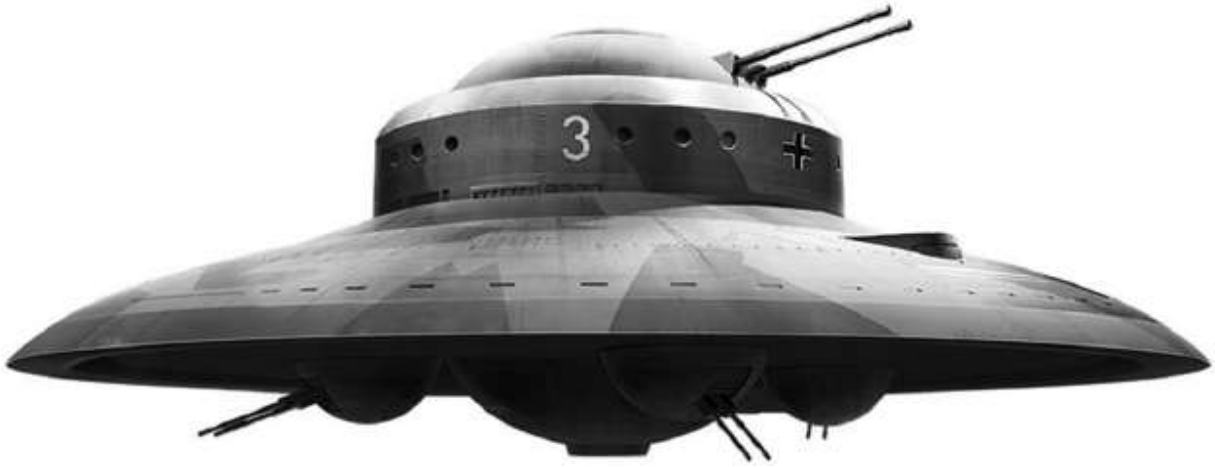
Another model kit of the Haunebu II was made by Squadron Models of Texas in 2016. It is a 1:72 scale model of the Haunebu II and is slightly different from the Revell model kit. Like the Revell model it has six anti-tank cannons beneath the craft in pairs, but it also has a pair of anti-tank cannons on the upper part that are slanted upward. The diagrams for the Haunebu craft that we have do not show any armament but they can be seen, quite clearly, in some of the photographs.

An advertisement for the Squadron model of the Haunebu II.

One of the clearest photos, actually of a Haunebu III, shows the craft with three anti-tank cannons together in three clusters and another three on the very top of the craft. This would be a total of 12 anti-tank cannons on a Haunebu III craft. This may have been one of the key differences between the Haunebu II and the Haunebu III—the anti-tank cannons were in threes rather than twos, and it was a larger craft.

I have the Squadron Models kit for the Haunebu II and it is a really deluxe kit. Sadly, the company closed in January 2021 after 53 years in business having started in 1968. The company ran hobby stores in many cities throughout the 70s and 80s. Their model of the Haunebu II was one of their last models. Says the Squadron Models kit:

> In the mid 1930s the SS E-IV (Entwicklungssteffe 4), which belonged to the SS “Order of the Black Sun,” was encouraged to develop alternative energies to make Germany independent of oil and other types of fuel for war production.



The Squadron model for the Haunebu II assembled.

By 1939 this outfit, with the involvement of the Thule Gesellschaft, developed a ground-breaking electromagnetic engine, based on Hans Coler's concept of a free energy machine. This theory was then adapted into an energy converter to create rotating electro-magnetic fields that influenced gravity and decreased mass. It received the "Thule Triebwerk" designation and was to be mounted into a Thule designed platform.

After searching for a remote area to conduct testing, the Thule Gesellschaft settled on a remote location called Hauneburg in Northwest Germany. It was here that further testing was conducted and the Thule disc was given the name "H-Gerät" (Hauneburg Device). Because of the ongoing war and security measurements [sic], the name was abbreviated to Haunebu.

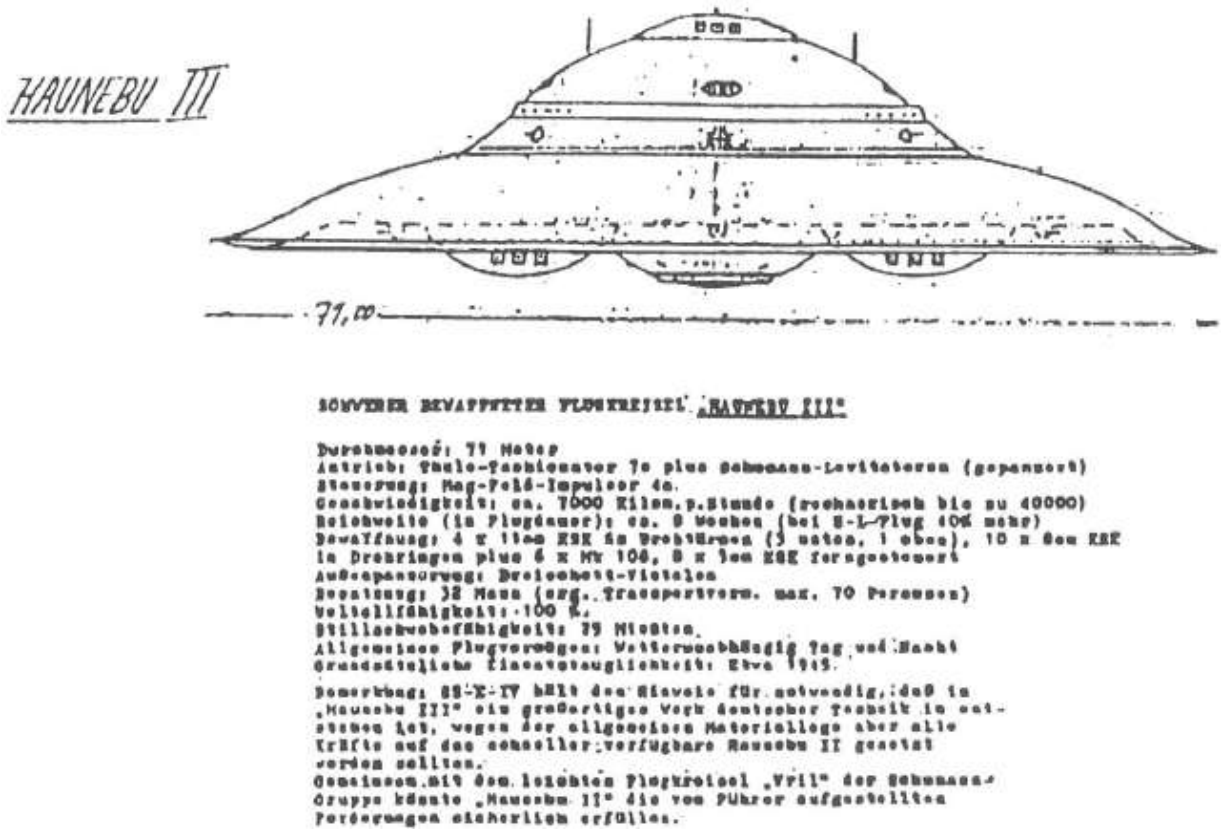
Two Haunebu I prototypes were constructed that had a diameter of 25 meters and could reach speeds up to 4,800 km/h at low altitude. Further testing and enhancements were made that enabled the machine to fly at speeds of 17,000 km/h! To endure these speeds a special armor called Victalen was generated by a team of SS metallurgists. Several tests with all kinds of conventional and laser type armament (KraftStrahlKanone) took place.

As early as 1942, an enlarged fighter version of the prototypes, Haunebu II, was built with a diameter of 26 meters and a crew of 9. This craft could reach supersonic speeds between 6,000 and 21,000 km/h!

By 1944, an enhanced and final war model, the Haunebu II Do-Sta (Dornier Stratospharen Flugzeug) was tested. These machines were several stories tall and were destined for space flights. It was armed with two 110mm cannon mounted in the rotating top of the main turret/cabin. Eight smaller 80mm cannon were incorporated in four ball-like turrets underneath the main disc.

Later on, giant machines like the Haunebu III and the Haunebu IV, with diameters of 72 and 120 meters, were in the developmental stage to be used for intergalactic flights and a suicide mission to Mars. However these claims are completely unfounded.

At the end of WW2, when Allied Forces moved into occupied countries and eventually Germany, no evidence of these flying discs could be found other than documents relating to their existence. However, after further investigation by Allied Governments and the interrogation of former Thule Gesellschaft and Vril Society members, new information was revealed. This new information convinced some of the interrogators that perhaps the Germans had actually created a type of craft with a special propulsion system that was capable of inter-planetary travel, while other of these crafts were disassembled and shipped off to unknown locations by U-boats.


HAUNEBU III
71,00
SOWJETISCH BEWAFFNETES FLUGKREISEL „HAUNEBU III"
Durchmesser: 71 Meter
Antrieb: Thule-Technikator 7o plus Schwarze-Levitatoren (gepanzert)
Steuerung: Mag-Feld-Impulsor 4a.
Geschwindigkeit: ca. 7000 Kilom.p.Stunde (rechnerisch bis zu 40000)
Reichweite (in Flugdauer): ca. 8 Wochen (bei E-L-Flug 10% mehr)
Bewaffnung: 4 x 11cm KSK in Drehtürmen (3 unten, 1 oben), 10 x 8cm KSK
in Drehringen plus 6 x MK 108, 8 x 3cm KSK ferngesteuert
Antriebsanordnung: Dreiachett-Vieleck
Besatzung: 32 Mann (org. Transportraum. max. 70 Personen)
Wendigkeit: 100 %.
Stillschwebefähigkeit: 79 Minuten.
Allgemeine Flugvermögen: Wetterunabhängig Tag und Nacht
Grundsätzliche Einsatzmöglichkeit: Etwa 1945.
Bemerkung: SS-E-IV hält das Risiko für notwendig, daß in
„Haunebu III" ein großartiges Werk deutscher Technik in ent-
stehen hat, wegen der allgemeinen Materialage aber alle
Kräfte auf das schneller verfügbare Haunebu II gesetzt
werden sollten.
Gemeinsam mit dem letzten Flugkreisel „Vril" der Schwarzen-
Gruppe könnte „Haunebu II" die vom Führer aufgestellten
Forderungen sicherlich erfüllen.

Plans for the Haunebu III.

This is a quote from *Das Vril-Projekt. Der Endkampf um die Erde,* by Norbert Jürgen Ratthofer and Ralf Ettl.[22] They mention the SS E-IV lab for developing alternative energies and indicate that the E stands for Entwicklungssteffe which essentially means “research lab.”

A third model kit is the Pegasus Hobbies model kit from the company in Southern California that owns several large hobby shops and also produces some model kits. This company is still in business but the Haunebu II model kit is no longer available. This model features a drawing of the Haunebu II with the standard double anti-tank cannons times three on the underside of the Haunebu and one double anti-tank cannon on the upper side. This appears to be the standard configuration of an armed Haunebu II and it is remarkable that at least three companies have sought to create models of this legendary German saucer. These scale plastic models of the Haunebu were apparently very popular and the German government actually banned the sale of these model craft. How strange is that for something that is supposedly totally fictional?

In my previous books, *Antarctica and the Secret Space Program* and *Haunebu: The Secret Files,* I presented a good deal of evidence that while Nazi Germany surrendered in 1945 a large contingent of submarines, aircraft and flying disks were sent out of Germany in the last weeks of the war. The SS never surrendered and continued to control a powerful war machine from secret bases in Antarctica, Greenland and South America.

Close-up of the Squadron Haunebu II model gun pod.

The Pegasus model for the Haunebu II.

I also outlined the story that when Germany surrendered many submarines refused to follow orders to give themselves up to the Allies and instead set sail as a Black Fleet of U-boats still on patrol. These U-boats left from their various bases in northern Germany, Denmark and Norway and met up with other U-boats that were already at sea. This Black Fleet gathered in the waters near Iceland and sank a group of British warships that had been sent in search of this rogue German submarine fleet that refused to surrender. All of the British ships were sunk by the U-boats which then departed to different destinations. Most of the submarines went to Antarctica and South America while others went to secret German submarine bases in Greenland, the Canadian Arctic, the Canary Islands and elsewhere. There may have been as many as 100 “missing” submarines in this so-called Black Fleet.

South America became their main haven and there are large populations of Germans in many South American countries, especially Argentina, Chile, Paraguay and Brazil. In the late 1940s suddenly UFO activity began in South America and other areas of the world.

I also discussed how flying saucers were being made in Argentina and the strange cast of characters that were the faces behind these surprising allegations of the postwar activities of the SS and their amazing flying craft. While it is these nuts and bolts

machines that fascinate us, we must put some real people behind this incredible façade that was built up after WWII by the Germans in Antarctica, Argentina, Chile, Paraguay, Brazil and various Spanish territories—plus the utterly secret extraterritorial bases in Greenland, the Canadian Arctic and certain isolated islands in the Atlantic and Pacific.

Behind this scenario are real people. These faces are sometimes familiar and sometimes not. But first let us review how the SS took over complete control of the Third Reich's intelligence apparatus—an important step in their dominance at the end of the war in being the commanding force behind the many black submarines, long-range aircraft and Haunebu craft at the end of the war and after.

The Decline of the Abwehr and the Rise of the SS

As I describe in my book *Haunebu: The Secret Files* the German military intelligence service was known as the Abwehr. The Abwehr operated from 1920 to 1945. Under General Kurt von Schleicher the individual military services' intelligence units were combined and were centralized under his Ministry of Defense in 1929, forming the foundation for the more commonly understood manifestation of the Abwehr. Each Abwehr station throughout Germany was based on army district, and more offices were opened in amenable neutral countries and in the occupied territories as the greater Reich expanded. The Ministry of Defense was renamed the Ministry of War in 1935. In that year Vice-Admiral Wilhelm Canaris became the director of the Abwehr with its headquarters located in Berlin. Says Wikipedia:

> Before he took over the Abwehr on January 1, 1935, the soon-to-be Admiral Canaris was warned by Patzig of attempts by Himmler and Reinhard Heydrich to take over all German intelligence organizations. Heydrich, who headed the Sicherheitsdienst (SD) from 1931, had a negative attitude towards the Abwehr—shaped in part by his belief that Germany's defeat in the First World War was primarily attributable to failures of military intelligence, and by his ambitions to control all political intelligence-gathering for Germany.

Canaris was said to be a master of backroom dealings and he thought he knew how to deal with Himmler and Heydrich. Though

Canaris tried to maintain a cordial relationship with Himmler and Heydrich, the antagonism between the SS and the Abwehr continued.

Matters came to a head in 1937 when Hitler decided to help Joseph Stalin in the latter's purge of the Soviet military. Hitler ordered that the German Army staff should be kept in the dark about Stalin's intentions because they might warn their Soviet counterparts due to their long-standing relations.

Wilhelm Canaris.

At this point special SS teams, accompanied by burglary experts from the criminal police, broke into the secret files of the General Staff and the Abwehr and removed documents related to German-Soviet collaboration. In order to conceal the thefts, the burglars

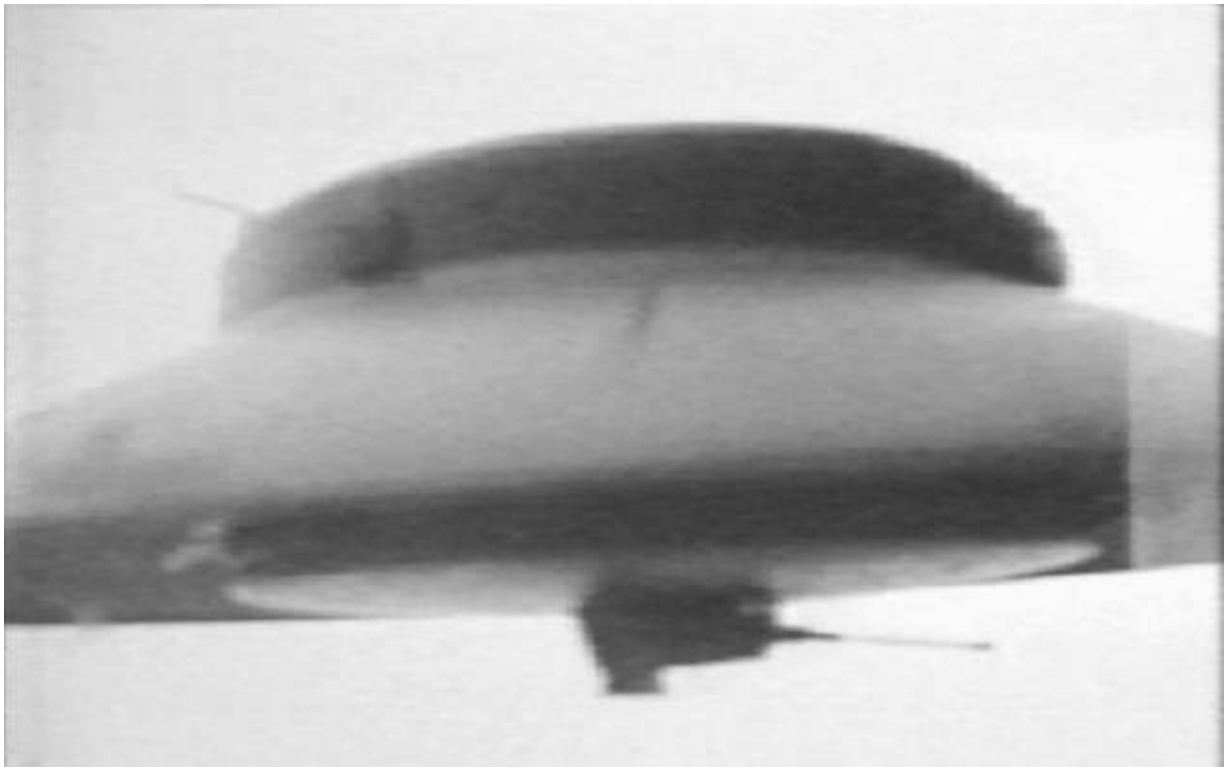
started fires where they had broken in, including at the Abwehr headquarters in Berlin. One of the most powerful men in the SS, Reinhard Heydrich, was taken out early in the war. Reinhard Heydrich was an SS Obergruppenführer and General der Polizei and chief of the Reich Main Security Office. He is also said to have been a principal architect of the Holocaust. Heydrich was assassinated in Prague in June 1942 by Czech resistance fighters.

On 10 September 1943, an incident occurred which came to be known as the “Frau Solf Tea Party.” This tea party resulted in the dissolution of the Abwehr. Hanna Solf was the widow of Dr. Wilhelm Solf, a former Colonial Minister under Kaiser Wilhelm II and the ex-Ambassador to Japan. Frau Solf was known to be involved in the anti-Nazi intellectual movement in Berlin. Members of her group were known as members of the “Solf Circle.” At a tea party hosted by her on September 10, a new member was brought into the circle, a young Swiss doctor named Paul Reckzeh. Dr. Reckzeh was an agent of the Gestapo (Secret State Police), and he reported on the meeting, providing the Gestapo with several incriminating documents. The members of the Solf Circle were all rounded up on January 12, 1944. Eventually everyone who was involved in the Solf Circle was executed, except for Frau Solf and her daughter.

One of the persons executed was Otto Kiep, an official in the Foreign Office. Kiep had friends in the Abwehr, among whom were Erich Vermehren and his wife, the former Countess Elizabeth von Plettenberg, who were stationed as Abwehr agents in Istanbul. Both of them were summoned to Berlin by the Gestapo in connection with the Kiep case but in fear of their lives, they contacted the British Embassy and defected. Hitler had long suspected that the Abwehr had been infiltrated by anti-Nazi defectors and Allied agents, and the defection of Vermehren now confirmed it. Hitler and the SS also mistakenly believed the Erich and his wife absconded with the secret codes used by the Abwehr and gave them over to the British.

Hitler summoned Canaris for a final interview and accused him of allowing the Abwehr to “fall to bits.” Canaris quietly agreed that it was “not surprising,” as Germany was losing the war. Hitler fired Canaris on the spot and on February 18, 1944, Hitler signed a decree that abolished the Abwehr. Its functions were taken over by

the Reichssicherheitshauptamt or RSHA (Reich Main Security Office) and overseen by SS-Brigadeführer and Generalmajor (Brigadier General) of Police Walter Schellenberg. With this action the SS took over all military intelligence and this strengthened Himmler's control over the military; the RSHA was also part of the SS. Schellenberg was captured by the British at the end of the war, was sentenced to six years in prison at the Nuremberg trials, but got out early because of a liver condition and died in Switzerland in 1952.



A photo of a Haunebu II with a single cannon beneath it. Date unknown.

Canaris was given the empty title of Chief of the Office of Commercial and Economic Warfare. He was arrested on July 23, 1944, in the aftermath of the "July 20 Plot" against Hitler and executed in the spring of 1945, shortly before the end of the war.

English historian Hugh Trevor-Roper in his book *The Last Days of Hitler* (University of Chicago Press, 1992) says the Abwehr was "rotten with corruption, notoriously inefficient, [and] politically suspect." He adds that it was under the "negligent rule" of Admiral Canaris, who was "more interested in anti-Nazi intrigue than in his

official duties.” According to Trevor-Roper, for the first two years of the war it was a “happy parasite” that was “borne along… on the success of the German Army.”

As for German intelligence operations in South America—and elsewhere—that had been under the Abwehr, they were now under the SS. As of 1944, the SS controlled all military intelligence and this would include the missions that the Haunebu and other craft were to fly.

Intelligence Operations in South America

Operation Bolivar was a German Abwehr secret infiltration of Latin America. The setup of Operation Bolivar began with a network of radio stations in Argentina, Brazil, Paraguay and Chile. Some of the Abwehr spies involved with Operation Bolivar were the German naval and air attaché in Chile, Ludwig von Bohlen (Bach); the naval attaché in Rio de Janeiro, Hermann Bohny (Uncle Ernest); the military attaché in Buenos Aires, General Niedefuhr; and the naval attaché in Buenos Aires, Captain Dietrich Niebuhr (Diego), who headed the espionage organization in Argentina. In mid-1941, Herbert von Heyer (Humberto) joined the organization to provide maritime intelligence.

Significant German espionage activity in Brazil ended in March 1942, when Brazilian authorities rounded up all suspected enemy agents. At this time all German espionage activities in South America, mainly radio communications, was to be centered on the Buenos Aires control station for communicating directly with Berlin. Ultimately secret radio control stations were set up in Paraguay and Chile. This network of spies was controlled by the SS starting in 1944. Not only that, but it became larger and more powerful after the war.

A Haunebu II.

The Nazis had always had a great interest in South America and its resources. South America had large pockets of German immigrants most of whom supported Germany in all of its efforts, including the colonization of South America. South America has tremendous resources in the mining and farming industries but was lacking in industrial manufacturing. This would change after the war, with the help of German companies who invested heavily in Argentina and Chile. What remained of the Third Reich could resettle in this southern third of South America where there was plenty of land, forests, mountains and lakes.

The final note on Operation Bolivar is that information gained by US Naval Intelligence during the war was used by the State Department in preparing a case against the Peronista government of Argentina regarding its wartime support of the Axis in early 1946. At this time it was largely thought that the German intelligence operations had come to a halt in South America. But we now know that this was not the case. The SS continued to have intelligence operations throughout South America after the war and parts of Argentina, Paraguay and Chile became what we could call de facto colonies of the SS and the remnants of the Third Reich.

The SS Takes Control of the Black Reich

As the Third Reich dissolved and territory continued to be lost the SS was now in control of all of the intelligence and security apparatus of what was left of the Nazi war machine. This was an astonishing array of: submarines; submarine bases; long-range aircraft; secret airbases in far-flung parts of the world; Haunebu and other special craft; plus electromagnetic pulse-type weapons that

could disable or confuse trucks and aircraft (but not submarines, I theorize).

Officers standing near a Haunebu II.

The SS had immense power at the end of the war and Hitler had demanded that the Third Reich fight to the last man, precipitating a bloodbath on his own country. But while the SS commanded these many airbases and submarine bases—some of them secret, some not—plus the military hardware associated with them. They had lost virtually all of the territory in their homeland and had no army left to fight for them. All they could do was escape to the various safety zones that they had carefully invested in during the years leading up to the war.

And so we can see how the Haunebu and the Vril were important in the last months of the war and the years afterward in moving people, passports and financial documents out of Germany to Spain, Spanish possessions and South America. Others traveled by submarine to the Canary Islands, Antarctica and ultimately on to South America. The SS could only take a small elite from their ranks with them as they vacated the Reich. The big enemy, the Soviet Union, had vanquished the Germans and the elite within the SS would carry on with their high tech toys.

But what did they really have? The idea of fighting the world powers from Antarctica and Argentina was not going to work and therefore the weapons that all of their machines had were largely unnecessary. The submarines used by the Black Fleet after the war were probably the most heavily armed, but even they knew that they needed only defensive armaments, which would include some torpedoes. It seems that all of the dark U-boats after the war removed the deck guns that were clearly signs of a warship. When U-boats surrendered in Argentina, they were all missing their deck guns—they were no longer necessary.

The long-range aircraft, though originally designed as bombers, would not be going on any bombing missions. Any such mission would have been a one-way suicide mission with the complete loss of a very valuable plane, one of their few assets. Therefore, they were probably used on only a few long-range flights at the end of the war. Destinations such as Tibet, northern Norway, Greenland, Spanish Sahara and Argentina have been suggested.

Hans-Ulrich Rudel as an SS Haunebu Pilot

Hans-Ulrich Rudel (July 2, 1916—December 18, 1982) was a German ground-attack pilot during World War II. Rudel was the most decorated German serviceman of World War II, being the sole recipient of the Knight's Cross with Golden Oak Leaves, Swords, and Diamonds in January of 1945. Rudel typically flew the Junkers Ju 87 "Stuka" divebomber and his missions were exclusively on the Eastern Front.

Rudel is credited during the war with the destruction of 519 tanks, as well as one battleship, one cruiser, 70 landing craft and 150 artillery emplacements. He claimed 11 aerial victories (earning flying ace status) and the destruction of more than 800 vehicles of all types. He flew 2,530 ground-attack missions. The Junkers Ju 87 "Stuka" was typically fitted with two anti-tank cannons beneath the cockpit of the fighter. Photos of armed Haunebu craft have these very same anti-tank cannons on them. Three double sets of 80 mm cannons were mounted beneath the craft and one double cannon on the upper part. The Haunebu III had these cannons in sets of three.

Rudel surrendered to US forces on May 8, 1945 and was released after a period of time. In 1948 he immigrated to Argentina

and began to network with all of his former Nazi buddies that were still alive. He was a committed and unrepentant National Socialist, and founded the “Kameradenwerk” (literally “comrades work” or “comrades act”), an organization that helped Nazi fugitives escape to Latin America and the Middle East. Together with another Nazi in South America, Willem Sassen, Rudel helped shelter Josef Mengele, the notorious former SS doctor who practiced at Auschwitz. Rudel worked as an arms dealer and a military advisor to the regimes of Juan Perón in Argentina, Augusto Pinochet in Chile, and Alfredo Stroessner in Paraguay. These three nations in particular were suspected by US intelligence to be collaborating with the Nazis—before and after the war—and because of Rudel’s activities, he was placed under observation by the newly formed Central Intelligence Agency. It is from this early period of the CIA following Rudel around South America that the curious CIA UFO files originate.[40]

A portrait of Hans-Ulrich Rudel with his awards.

Says Wikipedia about some of the activities of Rudel in South America:

> Prominent members of the “Kameradenwerk” included SS officer Ludwig Lienhardt, whose extradition from Sweden had been demanded by the Soviet Union on war crime charges, Kurt Christmann, a member of the Gestapo sentenced to 10 years for war crimes committed at Krasnodar, Austrian war criminal Fridolin Guth, and the German spy in Chile, August Siebrecht. The group maintained close contact with other internationally wanted fascists, such as Ante Pavelić, Carlo Scorza and Konstantin von Neurath. In addition to these war criminals that fled to Argentina, the “Kameradenwerk” also assisted Nazi criminals imprisoned in Europe, including Rudolf Hess and Karl Dönitz, with food parcels from Argentina and sometimes by paying their legal fees.
>
> In Argentina, Rudel became acquainted with notorious Nazi concentration camp doctor and war criminal Josef Mengele. Rudel, together with Willem Sassen, a former Waffen-SS and war correspondent for the Wehrmacht, who initially worked as Rudel’s driver, helped to relocate Mengele to Brazil by introducing him to Nazi supporter Wolfgang Gerhard. In 1957, Rudel and Mengele

together travelled to Chile to meet with Walter Rauff, the inventor of the mobile gas chamber.

In Argentina, Rudel lived in Villa Carlos Paz, roughly 36 kilometers (22 miles) from the populous Cordoba City, where he rented a house and operated a brickworks factory. There, Rudel wrote his wartime memoirs *Trotzdem* ("Nevertheless" or "In Spite of Everything"). This book was later re-edited and published in the United States under the title *Stuka Pilot*. The book supported the German invasion of the Soviet Union, which Rudel said was really the enemy in WWII, not the West.

The book was published in November 1949 by Dürer-Verlag in Buenos Aires, essentially a Nazi publishing company located in Argentina. They published a number of Nazi books and employed Germans who had been Nazis during the war who were living Argentina. Rudel seems to have started the publishing company in 1947 and it went bankrupt in 1958.

It is interesting that Rudel lived outside of Cordoba because this is a special area in Argentina. Cordoba is an industrial city in the north-central part of the country—and it is famous for Haunebu UFO activity.

This area is famous for a series of UFO disk sightings in the 1960s and early 1970s that occurred near the small city of Capilla del Monte, a short drive to the north of Cordoba. This small city is the center of Haunebu activity in northern Argentina and is well known for this. It is even a tourist destination because of the frequent sightings of flying saucers at the mountain on the edge of the city called Cerro Uritorco. Says Wikipedia about the town and the UFO phenomena centered on the nearby mountain:

> Capilla del Monte is a small city in the northeastern part of the province of Córdoba, Argentina, located by the Sierras Chicas mountain chain, in the northern end of the Punilla Valley. It has about 11,281 inhabitants as per the 2010 census.
>
> The main tourist attraction in the area is the Cerro Uritorco, a small mountain only three kilometers from the city, famed around Argentina as a center of alleged paranormal phenomena and UFO sightings. The city also features the tall El Cajón Dam and its large

reservoir. Capilla del Monte was founded on October 30, 1585. Its name means “Mount’s Chapel” in Spanish.

A television screen grab of a Haunebu at Capilla del Monte in Argentina.

Capilla del Monte is a hotbed of UFO disk activity, which apparently continues to this day. In 1975 an unnamed newspaper reporter had photos of the disk craft taken at Cerro Uritorco on his camera and he was now at the Peruvian town of Sicuani with his undeveloped film investigating other UFO sightings. He met with a Peruvian newspaper reporter working for the Lima newspaper *Ultima Hora* named Anton Ponce de Leon.

The photographer told Ponce de Leon that two men in black suits had come to his hotel when he was not there and told the clerk that they were his friends and asked to wait in the room for the photographer’s return. Instead they ransacked his room, apparently looking for the film, and then left. The photographer had actually given the film to a friend in town to develop.

Later he met the men in black suits at the hotel lobby where they demanded his film. He told them the film had already been picked up and they left, but he found that his room continued to be entered and papers that were on a table were taken. He eventually fled the town in a taxi to Cuzco and then flew to Lima where the photos were ultimately published in an issue of *Ultima Hora*.[31]

Viaje com Gevaerd a um dos locais mais energéticos da Terra, onde os avistamentos de discos voadores são frequentes e impressionantes
Cerro Uritorco
Capilla del Monte | Argentina | 10 a 15 de abril
MAGICWAY
ufo

A tourist poster advertising Capilla del Monte and Cerro Uritorco in Argentina.

It would seem that there is (or was) a Haunebu factory and hangar somewhere near this small town of Capilla del Monte. That Haunebus are being kept at the mountain of Cerro Uritorco is a popular belief in the town; the local television is often showing video footage of UFOs. Who, then, was running the Haunebu factories in Argentina after the war—was it Rudel?

Rudel and the Third Power in South America

It seems that Rudel was an early SS operative paving the way for more Nazi activity in South America, including the manufacture of parts for the Haunebu and even the complete manufacture of a Haunebu or Vril craft from the original plans. German investment in Cordoba was big immediately after the war, with Volkswagen and Mercedes Benz investing heavily in automobile plants in the city. Therefore, Rudel seems to have been using his brick factory for a

Haunebu factory in Argentina's second largest town (or near to it). Rudel was writing books, allegedly running a brick factory, advising Juan Peron and Alfredo Stroessner, both supposedly very close friends, and networking with Nazis all over the world. Says Wikipedia:

> With the help of Perón, Rudel secured lucrative contracts with the Brazilian military. He was also active as a military adviser and arms dealer for the Bolivian regime, Augusto Pinochet in Chile and Stroessner in Paraguay. He was in contact with Werner Naumann, formerly a State Secretary in Goebbels' Ministry of Public Enlightenment and Propaganda in Nazi Germany. Following the Revolución Libertadora in 1955, a military and civilian uprising that ended the second presidential term of Perón, Rudel was forced to leave Argentina and move to Paraguay. During the following years in South America, Rudel frequently acted as a foreign representative for several German companies, including Salzgitter AG, Dornier Flugzeugwerke, Focke-Wulf, Messerschmitt, Siemens and Lahmeyer International, a German consulting engineering firm. Rudel's input was used during the development of the A-10 Thunderbolt II, a United States Air Force aircraft designed solely for close air support, including attacking ground targets such as tanks and armored vehicles.
>
> According to the historian Peter Hammerschmidt, based on files of the German Federal Intelligence Service and the US Central Intelligence Agency (CIA), the BND, under the cover-up company "Merex," was in close contact with former SS and Nazi Party members. In 1966, Merex, represented by Walter Drück, a former Generalmajor in the Wehrmacht and BND agent, helped by the contacts established by Rudel and Sassen, sold discarded equipment of the Bundeswehr (German Federal armed forces) to various dictators in Latin America. According to Hammerschmidt, Rudel assisted in establishing contact between Merex and Friedrich Schwend, a former member of the Reich Main Security Office and involved in Operation Bernhard. Schwend, according to Hammerschmidt, had close links with the military services of Peru and Bolivia. In the early sixties, Rudel, Schwend and Klaus Barbie, founded a company called "La Estrella," the star, which employed a

number of former SS officers who had fled to Latin America. Rudel, through La Estrella, was also in contact with Otto Skorzeny, who had his own network of former SS and Wehrmacht officers.

Rudel returned to West Germany briefly in 1953 and was the top candidate for the far-right German Reich Party but was not elected to the Bundestag. He moved back to Germany again and in 1977 he became a spokesman for the neo-Nazi political party German People's Union. Rudel died in West Germany in 1982.

Hans-Ulrich Rudel was a little-known Nazi and SS agent after the war, but his name crops up again and again. Rudel is clearly one of the top ex-Nazis that was running a "breakaway civilization" in industrial cities in three different countries and supplying the military of these countries with used weapons from West Germany. Rudel worked closely with Otto Skorzeny and Peron, plus with Stroessner and Pinochet.

One would expect there to be Haunebu bases in Capilla del Monte near Cordoba, and in several areas of the Patagonian region, including somewhere near Bariloche. One would expect there to be a Haunebu saucer base in Paraguay, probably in the western part of the country where huge ranches and numerous private airfields exist. In Chile we might expect there to be a Haunebu base and possibly a submarine base in the southern fjords of this long, thin country. Such a base would probably have been built during the war, and not after it. The arid north of Chile is the Atacama Desert and a possible base for a Haunebu, though probably such a base would be in the Argentinian portion of the Atacama, possibly near the Bolivian border.

If the Haunebu is a real aircraft and the UFO activity in South America is real, then Rudel was part of it. He must have taken a number of trips on a Haunebu and may have even been one of the pilots; it was certainly within his training. Early Haunebu craft had the anti-tank cannon on them but this was clearly discontinued after the war. One might even expect that Peron, Stroessner and other heads of state took a ride on a Haunebu. Such a flight would have been to impress these leaders with the technology created by the Third Reich. The SS was now in possession of this technology. But what could it do for these South American countries? As the years went

on, the Nazis in South America became part of the mainstream society in these countries. There was widespread acceptance by the populations that there were Nazis in their countries. Some countries, like Paraguay, never tried to deny that they were still working with Nazis after the war.

Rudel moved back and forth from South America to Europe and the Middle East. He met with heads of state and in the 1950s befriended Savitri Devi, a writer and proponent of Hinduism and Nazism, and introduced her to a number of Nazi fugitives in Spain and the Middle East. She is discussed in my book *Haunebu: The Secret Files*.

Indeed, we see that there is a whole host of questionable characters active in South America after the war including Rudel, Otto Skorzeny, Hans Kammler and others. In fact, these former military men were well-trained and capable SS officers who were loyal to the Third Reich and the SS to the very end.

It seems likely that Rudel not only flew on a Haunebu but he probably also piloted this craft and the Vril craft. He was a crack pilot and ace flyer but it doesn't seem that Rudel ever flew a Haunebu during the war, but probably later once he got to Argentina in 1948. The actual identities of those who flew these craft after the war had ended would naturally be very secret. Rudel is one of the few people that we have photos of and can identify that may have flown the Haunebu and Vril craft.

But what of the intriguing mothership called the Andromeda—what do we know about that? Rudel had probably been on this craft as well.

Hans-Ulrich Rudel during WWII.

Chapter 2
The Motherships

The dissonant bells of the sea
Who are ringing the rhymes of the deep
As they sing of the ages asleep
Not so near or so far…
The beggar who sits in the street
On his miserable throne of defeat
Envisions no wealth there to meet
Thinking nowhere is far.
—Gene Clark, *For a Spanish Guitar*

The fascinating plans for the Andromeda craft make us wonder if this craft was ever built? It seems that it was. As we shall see, it seems that two were perhaps assembled in Germany before the end of the war. After the war three large cigar-shaped motherships were seen with other saucer craft over Finland in 1966 (we will discuss this case later in this chapter), so we know that there were at least three of these craft in service after the war. It is likely that there were more.

Let us look first at the earliest cigar-shaped UFO to be recorded after WWII, an encounter mid-year in 1947 by a passenger on a steamer going south along the East African coast, an important incident chronicled by the Coral Lorenzen, an amazing collector of UFO stories.

A Mothership Encounter in 1947

Coral Lorenzen was a UFO researcher and author who founded NAPRO (National Aerial Phenomena Research Organization) in 1952. She attempted to keep an open mind about UFOs during her decades of research and said in the preface of her 1962 book: “An underlying premise with me is that the UFO problem is planetary in scope—it knows no national boundaries. It is my feeling the evidence should be allowed to provide the answers; therefore I present the evidence with as little prejudgment as possible and suggest such meanings and patterns as seem to be valid.” In 1962 she published her important UFO book, *Flying Saucers: The Startling Evidence of the Invasion from Outer Space*.[17] This book

chronicles many important, and often bizarre, UFO incidents in the 1940s and onward.

Originally from Wisconsin, on the night June 10, 1947, Coral was married and living with her husband, Jim Lorenzen—a pilot in the Air Force—in Bisbee, Arizona. On that night she put her young daughter to bed and then watched as an orange glow could be seen to the south of town, along the Arizona-Mexico border. She says that she watched as a glowing orb rose from the ground in the distance and shot straight up into the sky and disappeared. This was her second UFO sighting and she was intrigued by the mystery of what she had seen.

And then on June 24, 1947, the businessman and private pilot Kenneth Arnold saw nine objects moving in a skipping motion over the Cascade Mountains of Washington State. Arnold's sighting became famous and Lorenzen began her collection of data on UFOs which was to ultimately become part of APRO and her books. On June 27 more UFOs were seen in the area of Bisbee and she cataloged these sightings as well. Lorenzen's first book begins with these early sightings and goes from there.

Throughout her book *Flying Saucers* she essentially recounts the various UFO sightings she has collected in chronological order starting in 1947 and continuing to the early part of 1966 (in the second edition). She puts particular emphasis on the years 1952, 1954, and 1965 as there were a number of UFO "flaps" during these years of heavy UFO activity.

The first story she relates is a curious one that seems to fit into the now-known lore concerning the Haunebu, Vril and Andromeda craft allegedly designed and created during WWII in Germany. Although the event occurred in June of 1947 she did not learn of it until 1954 when she received a letter from a Mrs. A.M. King of South Africa. The letter to Lorenzen said:

> I left Mombasa [Kenya] at the end of June 1947, on the SS *Llandovery Castle* en route to Cape Town and, going through the straits of Madagascar about the beginning of July, was on deck with another lady passenger at approximately 11 PM when we noticed a particularly bright star. It was traveling very fast and approached the ship. Suddenly a searchlight appeared which

flashed a strong beam of light on the water within fifty yards of the ship. It descended, its beam shortening and becoming brighter as it neared the water, and the next instant there was no more light, but an object appeared, apparently made of steel and shaped like a cigar cut at the rear end. It remained in the air about twenty feet above the sea, parallel with the *Llandovery Castle*, and traveling in the same direction.

Gaining a little in speed, after a second or two the whole shape disappeared without a sound, from the rear issuing fierce flames which shot out to about half the length of the object. It appeared that there must be something like a huge furnace inside the thing, but still we could hear no noise from the flames. No windows could be seen, only a band of metal around the entire thing which, if it had been a complete cigar shape, would have been centrally situated.

The object was very large, about four times the length of the *Llandovery Castle* and at a rough guess about four times as high. We had a wonderful view, but in a few seconds it disappeared. No light was seen forward as it left; it just vanished soundlessly in the darkness. For a while we thought we were the only ones on deck at that late hour but, walking to the prow of the ship, we saw there one of the ship's officers with a few passengers; the entire party had seen the same thing. Whether or not it is recorded in the ship's log, I know not.[17]

Coral Lorenzen then comments: "If Mrs. King's estimate of the object's size in comparison to that of the ship is fairly accurate, we must assume the object was at least sixteen hundred feet long and possibly larger (ocean-going vessels vary considerably in size)."

A glowing mothership over New York City in the 1940s.
Photographer unknown.

She then discusses the January 7, 1948 case of National Guard pilot Captain Thomas Mantell who took off at 2:45 a.m. from Godman Field in Kentucky to chase a UFO seen over the area. Mantell approached the object, which he said was enormous in size and apparently metallic. He then apparently passed out from the altitude and crashed his plane around 3:50 a.m. and was killed. He is thought to be the first pilot to chase a UFO and then be killed in a crash. The Air Force tried to explain the incident as an unfortunate case of a pilot chasing the planet Venus, thinking that it was a UFO. Lorenzen did not buy this explanation.

The craft described by Mrs. King is identical to the cigar-shaped submarine craft supposedly being built in Greenland as well as the cigar-shaped craft photographed by George Adamski in 1950. This was in 1947, basically two years after the end of the war, and Mrs. King was apparently witnessing one of the Andromeda craft built in

Germany at the end of the war, or another craft built by the Germans in Greenland.

Was the craft on its way to Antarctica after flying around parts of East Africa or the Middle East? This intriguing sighting is probably one of many in 1947, with only a few making it into books or newspaper articles. Soon such witnesses would be labeled as quacks and hoaxers, and this would discourage many people from telling their stories. Fortunately, many brave souls came forward with their tales and we are fortunate to have Coral Lorenzen to help bring such witness statements to the public's attention.

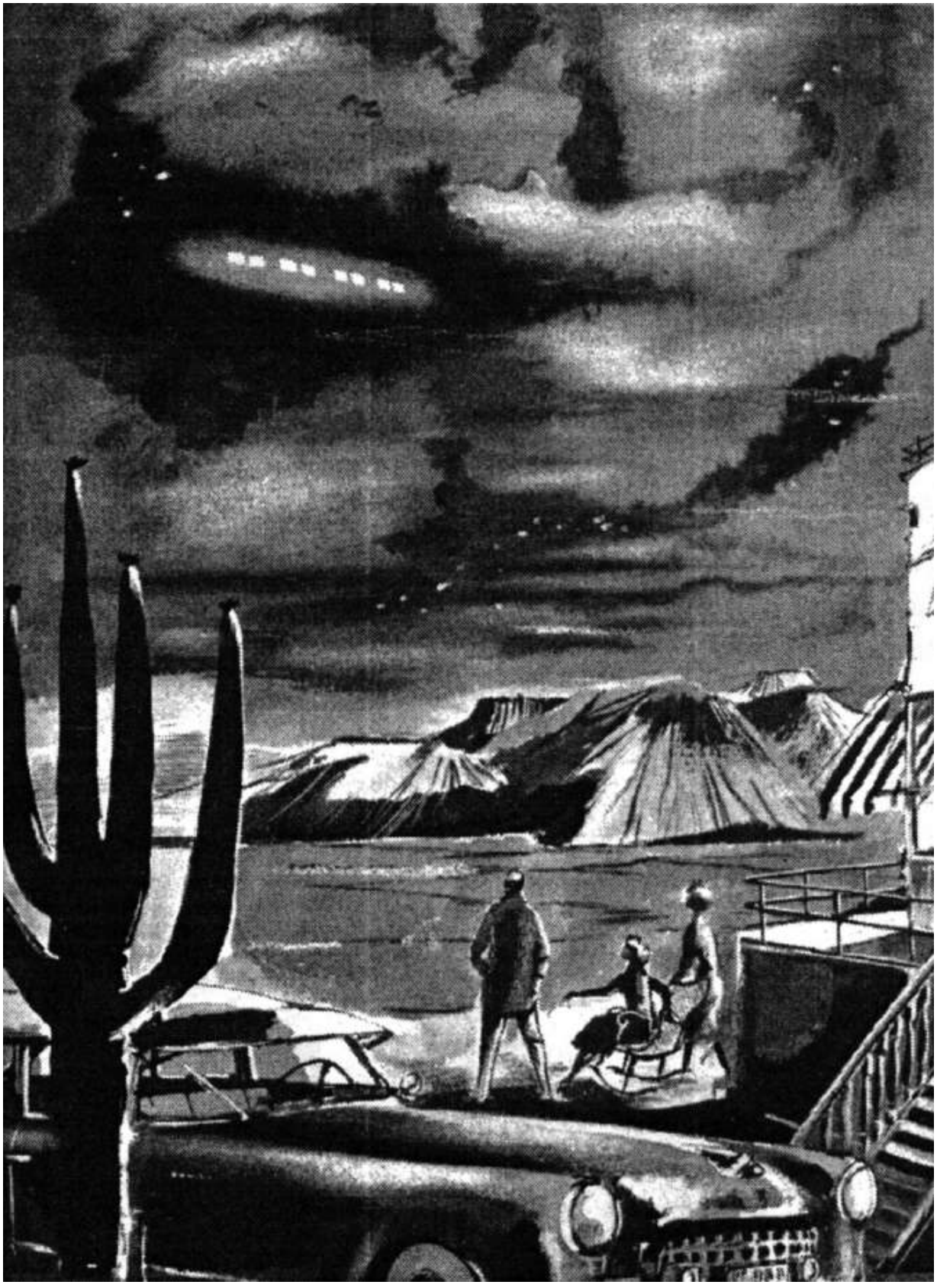
A Strange Encounter in 1949 with an Andromeda Craft

Dr. Clyde Tombaugh was a well-known astronomer in the 1930s and 40s and is credited with discovering Pluto. He witnessed a cigar-shaped craft that was probably an Andromeda craft on the moonless night of August 20, 1949. This sighting was written up in an important article on UFOs in a 1952 issue of *Life* magazine.

In the article Tombaugh told how while sitting outside his home in Las Cruces, New Mexico in August of 1949, he and his wife saw an apparently solid object directly overhead. It was an elongated object with a yellow-green color and had about ten rectangular lights on its side organized in a regular pattern. After being directly overhead it then moved to the south-southwest in about three seconds, and disappeared at a height of 35 or 40 degrees above the horizon. His wife said she noticed a faint glow to the object though Clyde did not. He believed that it was one solid object because of how the lights held their pattern as the object left.

Tombaugh said that it was a cloudless night and that he had no way of knowing the size of the object or its height in the sky. Tombaugh said that in spite of his scientific background, he was very unnerved by the experience and therefore failed to study the object as carefully as he would have liked to do. He continually refused to express an opinion as to its origins. Later, Tombaugh would be caught up with Dr. Lincoln LaPaz looking for satellites in the sky—before any satellites had been officially launched. We will talk more about Dr. LaPaz in the chapter on Green Fireballs. What is important here is that Clyde Tombaugh and his wife saw a cigar-shaped UFO in August of 1949. Were they meant to see this craft in the sense

that it was flying over Las Cruces, near the border with Mexico, in order for people to possibly to see it— which they did? Who was flying this craft? Were they Germans going south into Mexico? Was it somehow a captured craft being flown by Americans from an Air Force base in New Mexico? More probably it was being flown by Germans, the beginning of many flights across North and South America.



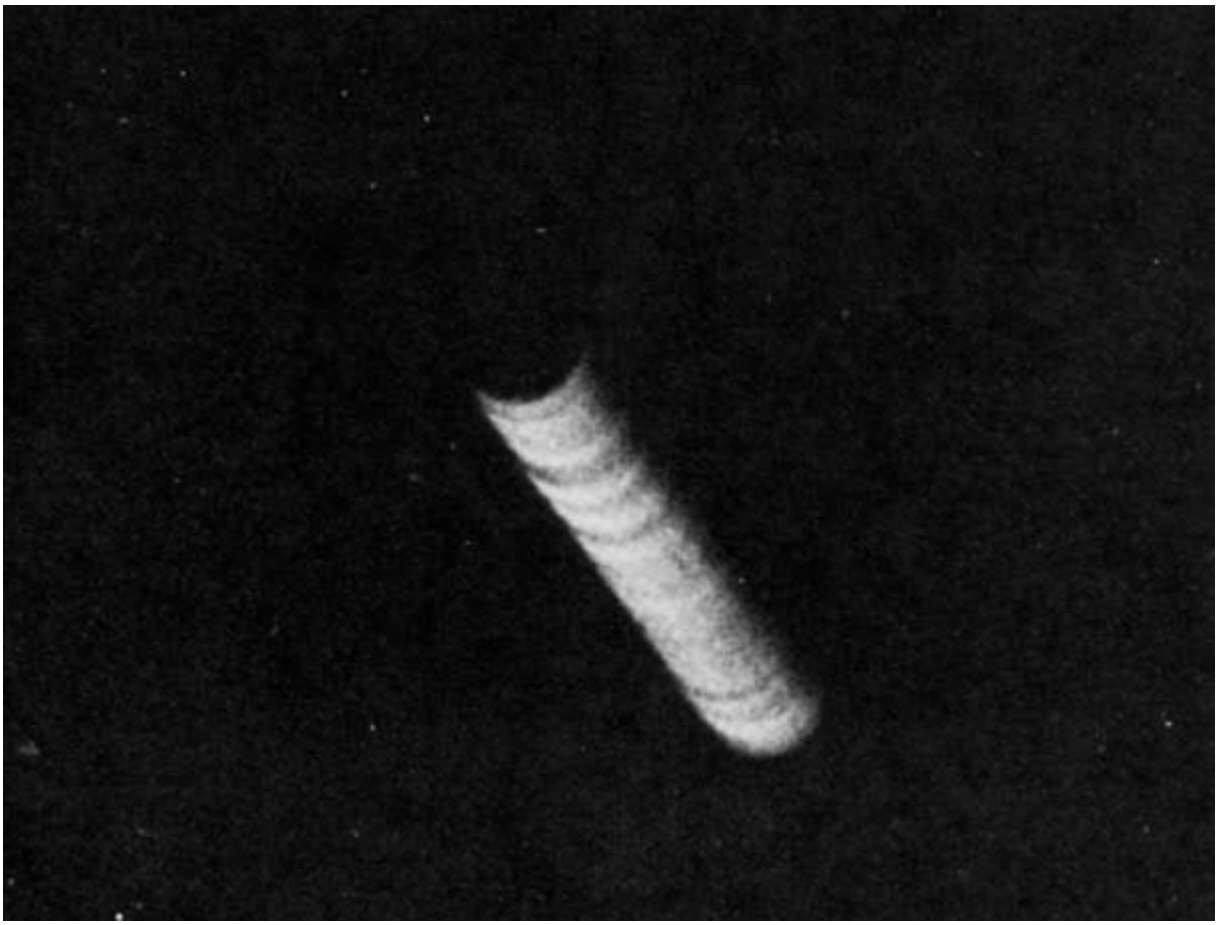
Astronomer Clyde Tombaugh saw a mothership with lights on August 20, 1949.

Some Curious UFO Incidents Starting in 1950

The years of 1946 to 1949 were the years when Operation Paperclip was getting going. Operation Paperclip was the joint CIA operation with Rheinhard Gehlen's military intelligence group from the Eastern Front. During Operation Paperclip hundreds of Nazi scientists and engineers were recruited into American air and space programs. Some of these men were supposedly smuggled on submarines to the USA. Sightings of disk and tubular craft began to become commonplace around the world starting in 1950, and soon it was a full-blown popular culture meme. Were witnesses seeing Haunebu, Vril and the Andromeda craft in these almost weekly sightings?

Let us look at a chronological listing of some of the noteworthy and curious UFO incidents during the 1950s and 1960s, particularly any that involve cylindrical or cigar-shaped craft that may be an Andromeda craft or one its variations. It seems that smaller versions of the Andromeda craft were ultimately made in Greenland, Antarctica or Argentina. Many of these incidents are from Project Blue Book files, NICAP (National Investigations Committee on Aerial Phenomena), the longtime British newsletter *Flying Saucer Review* (FSR), and the UFO Evidence website: ufoevidence.org.

The cylindrical UFO seen over New York City on March 20, 1950.



Close-up of the cylindrical UFO seen over New York City on March 20, 1950.

Cylindrical UFO Photographed over New York City

March 20, 1950—New York City, United States. A cylindrical UFO was photographed over New York City on March 20, 1950 and was submitted to Project Blue Book. The photographer's name was deleted from Project Blue Book's files—as were most names when the material was finally declassified and released. Upon investigating the report, Project Grudge officially labeled it: "the moon."

Cigar-shaped UFO over Mt. Kilimanjaro Witnessed by Pilot and Passengers

February 19, 1951—Mt. Kilimanjaro, Tanzania. In 1951 a huge cigar-shaped UFO, which hovered over the famous Mt. Kilimanjaro, was photographed from an East African Airways plane flying in the vicinity, and witnessed by the crew and passengers. After remaining motionless for a considerable period of time, the object suddenly climbed steeply and disappeared. The movie film was developed

and reportedly showed a clear and sizeable image of the object, according to the *Natal Mercury*. Source: NICAP/ Richard Hall, 1964 (citing *Nairobi Sunday Post*, Feb. 25, 1951).

SAUCER SIGHTED AT MONTEREY

MONTEREY, April 10. - (U.P.) - A "bright chrome-like" flying-saucer was spotted yesterday by at least seven persons as it cruised at a high rate of speed over Monterey county.

Two sheriff's office patrols reported to Salinas that they had seen the mysterious objects.

One of the deputies, Ted Cross of Monterey, was driving a prisoner to the county jail when he said he saw the saucer.

"It was definitely some kind of aircraft, but not local," he said, "in fact, nothing like anything seen in this world before."

Cross said the object was about 30 feet in diameter and appeared to be traveling at approximately 4000 feet.

Los Angeles Daily News 4/10/50

'Flying candles' are the latest

EL CENTRO, April 7.-(U.P.)-Now they're seeing "flying candles."

Several local residents last night reported seeing hundreds of lights hovering above the city. Observers said the lights came from the south.

Some moved speedily across the sky while others moved slowly before disappearing, according to reports.

——CHECK CLASSIFIED ADS——

Clouds look like blast on Mars

TOKYO, April 10.-(U.P.)-A Japanese astronomer said today he has confirmed his previous observations of a dense, billowing cloud-like formation resembling explosions on the planet Mars.

Dr. Tsuneo Saiki, director of an observatory near Osaka, said he first noted the "clouds" Jan. 16 in the planet's southern polar region.

He said he saw them again this month on five successive nights, April 2 to 6, in about the same spot on the planet.

Funeral held for Mrs. Mary E. Zane

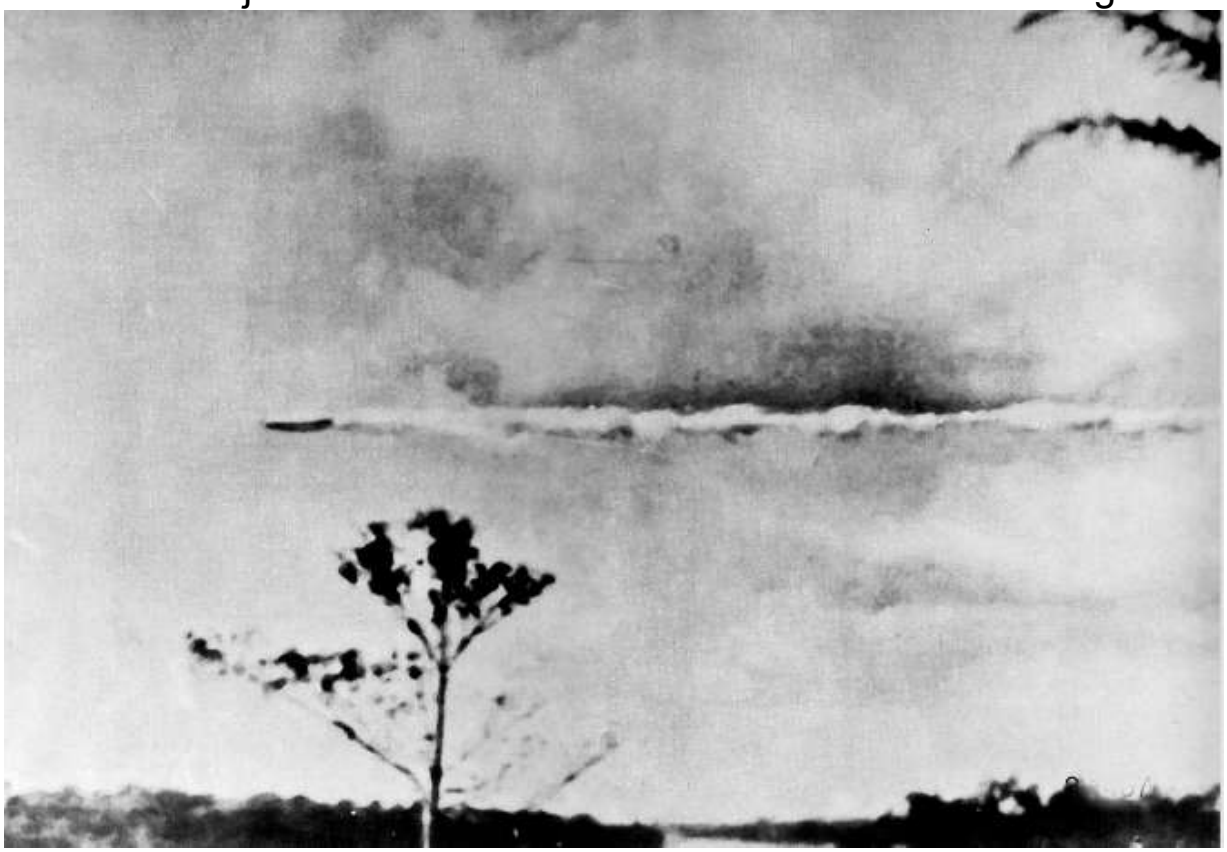
Funeral services for Mrs. Mary E. Zane, 38, for 10 years statistical secretary of the local teamsters union, will be held at 3 p.m. tomorrow in Pierce Brothers chapel, 720 West Washington boulevard.

Mrs. Zane, who died Wednesday in Good Samaritan hospital, lived with her husband John at 1427 Wright street.

Some of the stories in the *Los Angeles Daily News* in 1950, including a curious blast on Mars.

Puerto Maldonado Photograph

July 1952—Puerto Maldonado, Peru. On July 19, 1952, the attention of Customs Inspector Sr. Domingo Troncoso was called to a very strange cigar-shaped flying object over the river area. The big dirigible-shaped craft was flying horizontally and fairly low in the sky, passing from right to left from the observers' position. It was leaving a dense trail of thick smoke, vapor, or another substance on its wake. The object was estimated to be over a hundred feet long.



The curious cylindrical UFO seen at Puerto Maldonado, Peru in July 1952.

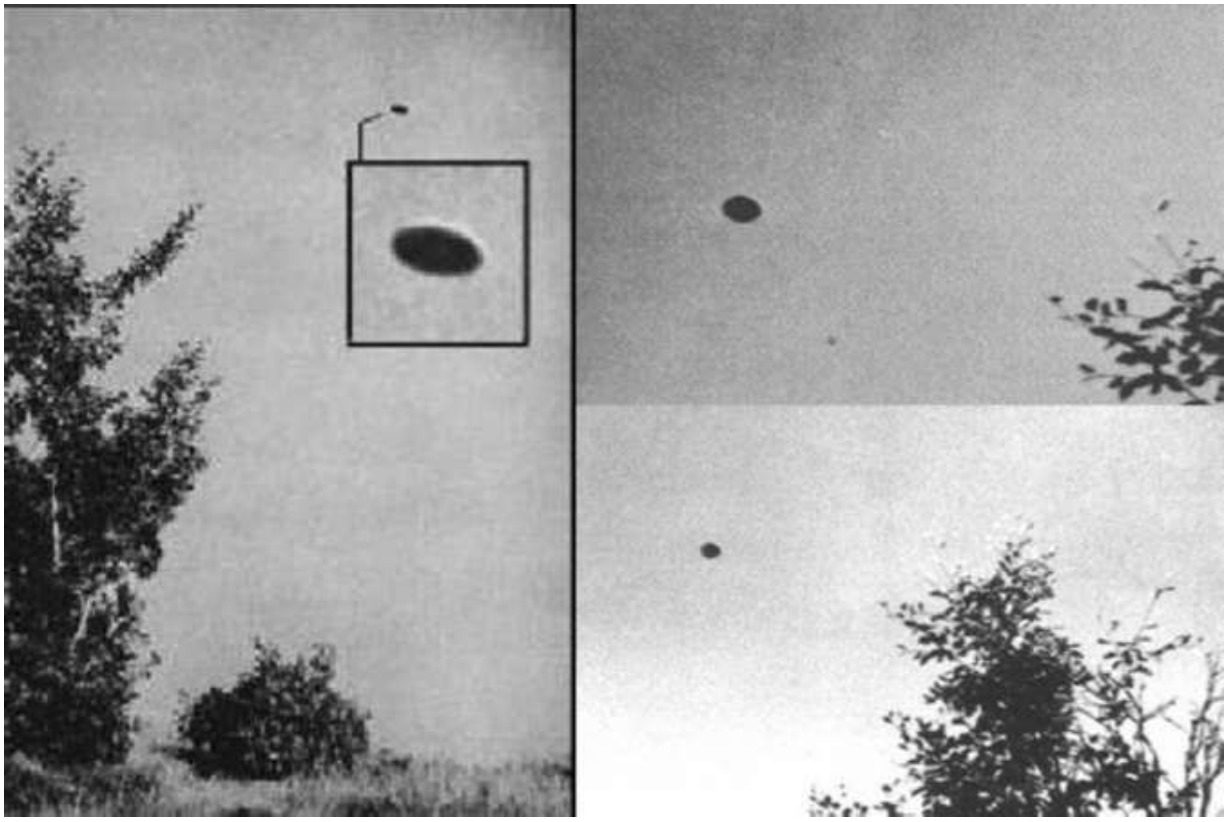
Lac Chauvet UFO Photos

July 18, 1952—Lac Chauvet, France. Andre Fregnale, an engineer and photographer, walked around France's Lake Chauvet taking pictures of a UFO that came out of the northwest sky. The photographs have been scrutinized by many experts and all have found them to be real shots of a genuine flying disc.

Cylindrical UFO Seen with Occupant Aboard

August, 1952—Seat Pleasant, Maryland, United States. Sometime in August, 1952 (the exact date cannot be recalled) during the major UFO sighting wave of that year, Mrs. Suzanne E. Knight, a

young housewife and mother, saw a UFO at close range with what appeared to be an occupant aboard. The UFO appeared to Mrs. Knight to resemble the wingless fuselage of a plane and was dull silver in color, in other words a cylindrical craft with windows. Source: NICAP.



A series of photos of a flying saucer on Lake Chauvet in France in 1952.

UFO Seen at Base in Japan

August 5, 1952—Haneda, Japan. Just before midnight, two Air Force control tower operators at the Haneda US Air Force Base near Tokyo, Japan, noticed a brilliant light in the sky, joined other witnesses and watched it through 7x50 binoculars. The UFO approached the base slowly and hovered, plainly visible from the control tower. Behind the brilliant light, the observers could see a dark circular shape four times the light's diameter. A similar body light was visible on the underside at one point. The UFO hovered, flew curves and performed a variety of maneuvers. The object was tracked by ground radar, and an F-94 interceptor was scrambled.

The UFO made some circular maneuvers and then shot away at great speed.

Jet from Kinross Air Force Base Disappears while Chasing UFO

November 23, 1953—Lake Superior, Michigan, United States. On the evening of 23 November 1953, an Air Force radar controller became alerted to an “unidentified target” over Lake Superior, and an F-89C Scorpion jet was scrambled from Kinross AFB. Radar controllers watched as the F-89 closed in on the UFO, and then sat stunned in amazement as the two blips merged on the screen, and the UFO left. The F-89 and its two-man crew, pilot Felix Moncla and radar operator Robert Wilson, were never found, even after a thorough search of the area. Source: ufoevidence.org.

Witnesses Observe Saucer above Road in UK

July 17, 1955—Bexley, United Kingdom. It was July 17, 1955 when Margaret Fry spotted the object as she was making her way to her doctor in King Harold’s Way from her home in Hythe Avenue. Mrs. Fry described it as saucer shaped with a “blue/ silver/grey/pewter texture, yet none of those colors.” She said it had three spheres set into its base, one of which “flopped out,” landing on the ground at the junction of nearby Ashbourne and Whitfield roads.

US Senator Richard Russell Sees Disk-shaped UFO in USSR

October 13, 1955—Russian Federation. US Senator Richard B. Russell Jr. (D-GA), then chairman of the Armed Services Committee, was on a Soviet train when he spotted a disc-shaped craft taking off near the tracks. He hurriedly called his military aide and interpreter to the window and they watched the UFO, plus another one that appeared a minute later.

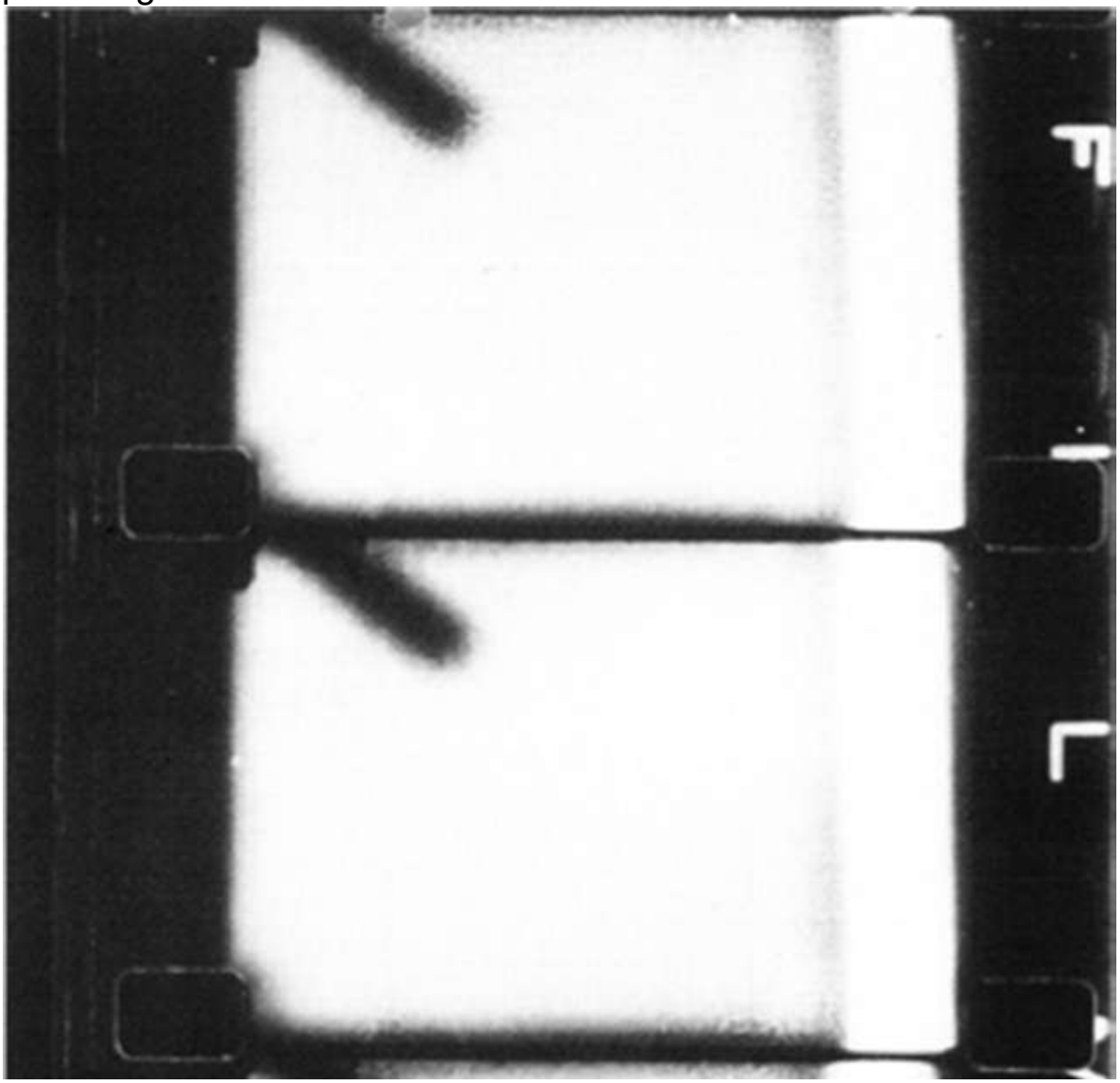
Metal Artifact Found after Close Encounter on Island of Vaddo, Sweden

November 11, 1956—Isle of Vaddo, Sweden. Stig Ekberg and Harry Sjoberg were driving on the Island of Vaddo, Sweden, when they were approached by a flattened sphere shaped object. It settled in the middle of the road, about 100 meters in front of them. After about ten minutes, the object lifted off and accelerated away. At the landing site, the witnesses found a shiny “rock” that was hot to the touch. It was a three-sided piece of metal about the size of a

matchbox, and had a heavy weight. Upon analysis, the object was found to be composed of tungsten carbide and cobalt. Source: Jacques Vallee, in Peter Sturrock, *The UFO Enigma*.

The Ubatuba, Brazil Fragments

September 14, 1957—Ubatuba, Sao Paulo, Brazil. Ibrahim Sued, a columnist for the Rio de Janeiro newspaper *O Globo*, printed a letter that he had received concerning a UFO incident. Accompanying the letter were three small pieces of white metal. The writer of the letter described an event in which a “flying disc” exploded over the beach at Ubatuba, in Sao Paulo Province. One of the samples was analyzed and the results showed it to be 99.99% pure magnesium.



Gun camera footage submitted to Project Blue Book taken at Victorville, CA, 1953.

CENTRAL INTELLIGENCE AGENCY
INFORMATION FROM
FOREIGN DOCUMENTS OR RADIO BROADCASTS

REPORT NO. OO-W-27452
CD NO. --

COUNTRY Germany, USSR, French Equatorial Africa, Syria, Iran
SUBJECT Military - Unconventional aircraft
DATE OF INFORMATION 1952 - 1
HOW PUBLISHED Daily, thrice-weekly newspapers
DATE DIST. 18 Aug 195[illegible]
WHERE PUBLISHED Athens, Brazzaville, Tehran
DATE PUBLISHED 11 Mar - 20 May 1953
LANGUAGE Greek, French, Persian

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Class. changed to [redacted]
BY AUTHORITY OF [redacted] SUPPLEMENT TO
Name [redacted] REPORT NO.
Office [redacted]
Date 16 Mar 1955
THIS IS UNEVALUATED INFORMATION

[redacted]

SOURCE Newspapers as indicated.

ENGINEER CLAIMS "SAUCER" PLANS ARE IN SOVIET HANDS; SIGHTINGS IN AFRICA, IRAN, SYRIA

GERMAN ENGINEER STATES SOVIETS HAVE GERMAN FLYING SAUCER EXPERTS AND PLANS -- Athens, I Vradyni, 13 May 53

Vienna (Special Service) -- According to recent reports from Toronto, a number of Canadian Air Force engineers are engaged in the construction of a "flying saucer" to be used as a future weapon of war. The work of these engineers is being carried out in great secrecy at the A. V. Roe Company [transliteration] factories.

"Flying saucers" have been known to be an actuality since the possibility of their construction was proven in plans drawn up by German engineers toward the end of World War II.

Georg Klein, a German engineer, stated recently that though many people believe the "flying saucers" to be a postwar development, they were actually in the planning stage in German aircraft factories as early as 1941.

Klein said that he was an engineer in the Ministry of Speer [probably refers to Albert Speer, who, in 1942, was Minister for Armament and Ammunition for the Third Reich] and was present in Prague on 14 February 1945, at the first experimental flight of a "flying saucer."

During the experiment, Klein reported, the "flying saucer" reached -- [illegible] meters within [illegible] es and a --

A 1953 CIA document talking about German flying saucers being built in 1941.

Cylindrical UFO Sightings at Levelland, Texas

November 2, 1957—Levelland, Texas, United States. This case is perhaps the most important concentration of vehicle interference events in the United States. On the evening of November 2, 1957, Patrolman A. J. Fowler, officer on duty at Levelland, Texas, received the first of several strangely similar phone calls. The first was from Pedro Saucedo, who, with companion Joe Salaz, had been driving four miles west of Levelland when a torpedo-shaped, brilliantly illuminated object rapidly approached the car… as the object passed close over the car, the truck headlights went out, and the engine died. Officer Fowler reported that a total of 15 phone calls were made to the police station in direct reference to the UFO. Source: Dr. J. Allen Hynek.

Cigar-shaped UFO with Occupants Seen through Windows

December 16, 1957—Old-Saybrook, Connecticut, United States. Said the witness, Mrs. Starr: “I saw that it was a cigarshaped object, brightly lit and with square portholes, hovering just above my clothesline. I could see men inside. …The object was approximately 20 to 30 feet long and dark grey or black in color. It hovered motionless about five feet above the ground.” Through its lighted windows Mrs. Starr saw two figures that passed each other, walking in opposite directions. Source: NICAP.

Enormous UFO Seen by Soldier during Algerian War

March, 1958—Bouhamama, Algeria. Legionnaire N.G. was on sentry duty at a Foreign Legion camp at Bouhamama during the Algerian War, when he saw an enormous, roundish object descending. It stopped when it was about 35-40 meters above the ground, and began to hover there, motionless and silent. He estimated it to be as much as 350 meters wide. The witness feels that something most unusual happened to him psychologically. Source: Joel Mesnard, FSR Vol. 19. No. 3.

Fishermen in Brazil Watch UFO with Portholes over Sea

April, 1958—Brazil. “When the machine was at a distance of some 40 meters from him and the group of fishermen, and about 15 meters above the water, it began to rock sideways, and then stopped

and hung there. It seemed to have three distinguishable parts: the upper half was the color of aluminum, like an inverted bowl, and on the top of it was a small protuberance or dome." Source: Gordon W. Creighton, FSR Vol. 10 No. 6, Nov-Dec, 1964.

Cylindrical UFO Seen by Strategic Air Command Officers

September 8, 1958—Offutt AFB, Omaha, Nebraska, United States. At SAC headquarters in 1958, a group of officers, airmen and missile engineers observed an elongated UFO with satellite objects for about 20 minutes. According to the report filed by Major Paul A. Duich, USAF (Ret.), "All except a few of the airmen were seasoned, veteran flyers or highly trained missile engineers. We concluded that what was seen by all was no conventional vehicle, nor was it an atmospheric phenomenon."

The 1955 Belgium Postman photo.

Sighting by Zoologist Ivan T. Sanderson

October 2, 1958—Near Blairstown, New Jersey, United States. Shortly after 5:00 p.m., noted zoologist Ivan T. Sanderson observed a disc-shaped UFO maneuvering over the Delaware Water Gap. The flat disk looped back and forth, appearing sometimes edge-on (as a very thin line), sometimes oval to circular. It vanished once, but quickly reappeared, and continued its rapid gyrations, finally speeding away to the west.

Huge Disk Hovers over Bridge in the Grand Beuch River Valley, France

October 28, 1958—Pont-la-Dame, France. Jean Boyer was driving home on October 28, 1958. “I had reached the area of Pont-la-Dame and was ready to climb the stretch of road called Cote des Egaux, when I saw in the sky, right above Pont-la-Dame, in the valley of the Grand Buech river, a motionless and luminous disc. …I believe it was about 200 to 400 meters above the ground. Suddenly, after two or three minutes, some sparks flew as the object rose vertically at a dizzying speed…”

Father Gill Papua New Guinea Sighting

June 26, 1959—Papua New Guinea. William B. Gill, an Anglican priest with a mission in Bosinai, Papua New Guinea, observed flying discs—one with humanoid figures on top—on two consecutive evenings, June 26-27, 1959. About 25 natives, including teachers and medical technicians, also observed the phenomena. They “signaled” the human-looking occupants and received an apparent response. This was one of sixty UFO sightings within a few weeks in the New Guinea area. This sighting made worldwide headlines and is much discussed.

Saucer-shaped Object with Dome and Two Occupants Inside

July 13, 1959—Blenheim, New Zealand. Mrs. Moreland saw a sharply-outlined saucer-shaped object with two extremely bright sources of green light on the underside. The object was approximately 20 to 30 feet wide and hovered at rooftop level, about 15 feet above the ground. Inside a transparent dome, she said, there were two men, “dressed in fairly close-fitting suits of shiny material.” Source: NICAP.

Cigar-shaped Object Hovers near Witness in Victoria, BC

Spring 1960—Victoria, British Columbia, Canada. The witness, Miss M. I. Footner of Victoria, was walking her dog, when she saw a bright dot of light just over Little Saanich Mountain. The light grew larger and larger, until suddenly the object was “above me and became stationary.” The object was cigar-shaped and about 100 feet in length. Later she learned that a friend who lived nearby, Miss Audrey Winderburn, had seen a craft of similar appearance while

outside attending to her horse. Source: Canadian UFO Report, Summer 1970.

Elliptical UFO with Portholes Observed by Florida Architect

May 4, 1960—Sarasota, Florida, United States. A yellow, elliptical object with four evenly spaced window-like openings was observed at ground level by an architect. Source: NICAP.

Wingless Airliner Seen by California Police

August 13, 1960—Red Bluff, California, United States. California Highway Patrol officers Charles A. Carson and Stanley Scott were on patrol when they sighted what they thought was an airliner about to crash. When the UFO had descended to about 100 or 200 feet altitude it suddenly reversed direction and climbed to 500 feet. Description: round or oblong surrounded by a glow (color not mentioned) and having definite red lights at each end. They continued to watch the UFO as it performed "unbelievable" aerial feats. Source: NICAP, 1964.

Cigar-shaped object and Satellite Objects Witnessed in Tasmania

October 4, 1960—Cressy, Tasmania, Australia. The Cressy sighting remains one of Tasmania's best known UFO sightings. The cigar shaped 'mothership' and attendant discs were witnessed by the local Church of England minister, the Reverend Lionel Browning and his wife. The case was investigated by the Royal Australian Air Force, details were taken by the Victorian UFO Society, whilst Prof: James E. McDonald interviewed Rev. Browning in 1967. Source: Keith Roberts, TUFOIC (Tasmanian UFO Investigation Center).

Man Given 'Pancakes' by UFO Occupants in Wisconsin

April 18, 1961—Eagle River, Wisconsin, United States. Mr. Paul Simonton, a chicken farmer in Eagle River, Wisconsin saw a disc-shaped craft land vertically on his farm. A hatch opened, and when he approached he saw three human-looking men inside. They asked him for some water. They appeared to be cooking pancakes on a griddle, and in exchange for the water they gave him four of the pancakes. The episode survived a rigorous assessment by the US Air Force and is carried in their files as "unexplained." Source: ufoevidence.org.

Disc-shaped UFO Hovers, then Evades Pursuit

October 2, 1961—Salt Lake City, Utah, United States. A grayish disc-shaped object which hovered, wobbling on its axis, was sighted October 2, 1961 at a Salt Lake City, Utah airport. Private pilot Waldo J. Harris, a real estate broker, investigated the object in his light aircraft as 8-10 ground personnel at the airport watched. The object, which evaded pursuit, was 50 feet in diameter, and 8 to 10 feet thick. It suddenly flew out of sight. Source: NICAP 1964.

Cigar-shaped UFO with Portholes seen by Honeywell Metallurgist

November 22, 1961—Near Grafton, Nebraska, United States. A Minneapolis Honeywell metallurgist, Melvin C. Vagle Jr., and his wife saw a cigar-shaped UFO while driving along US Highway 81. “At the lower end… there was a bright flashing white light and at the upper end there was a steady red light. Along the length of the fuselage there was a row of square-appearing ports, illuminated with a white yellowish light.” Source: NICAP.

UFO with Three Beings Hovers over Boat Dock in Minnesota

August, 1962—Lake Movil, Minnesota, United States. Marilyn Chenarides and Mrs. Mildred Anderson were vacationing at their cabin on Lake Movil in northern Minnesota when they saw a red glowing object which was hovering over the boat dock 50 feet from the cabin. In two of the windows of the object, the women could see the silhouettes of three man-shaped beings. After a few minutes of observation, Mrs. Anderson switched off the lights in the cabin, whereupon the lights on the object immediately went out. Source: APRO Bulletin, Vol. 21 No. 2 (Sept./Oct. 1972).

Disk Landing in Reservoir—Part of Series of Sightings in New Jersey

September 15, 1962—Oradell, New Jersey, United States. There was a series of New Jersey police sightings after a reported disk landing in a reservoir. The action began on September 15, when two shiny discs were seen by multiple independent witnesses. On September 21, four Hawthorne police officers watched a device with two beams like headlights. Just after midnight, September 24, the same or a similar device was seen over the quarry by over a dozen Hawthorne police officers and the chief reporter of the N.J. State Press, George Della Penta. Source: Waterufo.net/NICAP UFO Investigator, Oct/Nov 1962.

Saucer with Dome Drops in on Australian Farm

February 15, 1963—Near Moe, Australia. Charles Brew and his 20 year-old son, Trevor, were at work in the milking shed on their farm, Willow Grove, when they saw a strange object appear and descend very slowly towards the milk shed, to a height of about 30 meters. The object was metallic grey, measured 8 meters in diameter, and had a transparent dome with a 2-meter mast or aerial. After hovering for a few seconds the object climbed away into the clouds.

A Gigantic 'Cigar' over the Atlantic

May, 1963—Over the Atlantic Ocean. "Almost beneath the DC-8, was a gigantic dark grey 'torpedo.' It seemed menacing and frightening, and I had the impression that it was stationary. It was utterly unlike anything that I had ever seen in my whole life. It looked as though made of steel. No portholes or windows were visible. No wings or projections. Nothing but the long perfect torpedo form, with its bullet-shaped head, and the rear end that was cut off sharply and squarely." Source: FSR, Volume 46/4, Winter 2001.

Flying Saucer Touches Down at RAF Base Cosford

December 10, 1963—Cosford RAF Base, United Kingdom. "At around 11:30 pm on that evening a dome-shaped UFO touched down on the Royal Air Force base facility at Cosford, near Wolverhampton, bathed the surrounding area in a beam of green light, and was seen at close quarters by at least two RAF apprentices. At least, that has been the accepted story for the last three decades." Source: "Cosford: An Enduring Mystery," Nick Redfern.

Strange-looking Object Hovers over Neighborhood Homes

June 2, 1964—Sunnyvale, California, United States. While driving toward her home on McKinley Avenue at 10:30 p.m. on June 2, Mrs. Bruce A. Holmes, of Sunnyvale, California, saw a strange-looking object about a city block's distance from her. The UFO hovered motionless over neighborhood homes at an altitude estimated to be no more than 150 feet and appeared to be about as large as "an 18 by 24-foot living room." The main body of the object was similar to a blimp, somewhat cigar-shaped, but fatter— possibly the shape of a disk thickened at the center. Source: NICAP.

Close-range Sighting of Domed UFO

June 15, 1964—Lynn, Massachusetts, United States. A close-range sighting of a domed UFO occurred at Lynn, Massachusetts on the night of June 15. The object was shaped like a disc, oriented in a horizontal position, flat on the bottom and with a domed upper surface. When first noticed, the domed disk was approximately 12 feet above the pavement, so that it was seen against the wall of the building on the opposite side of the courtyard. Source: NICAP.

This is an impressive list of UFO sightings and we can learn a lot from some of these incidents. For instance, the November 22, 1961 sighting at Grafton, Nebraska of a cigar-shaped UFO while driving along US Highway 81. “At the lower end… there was a bright flashing white light and at the upper end there was a steady red light. Along the length of the fuselage there was a row of square-appearing ports, illuminated with a white yellowish light.” This appears to be a description of a functioning Andromeda craft from which we can learn a lot about the lighting scheme.

We also learn the two occupants can be inside even the smallest Vril craft, which were originally said to hold one pilot from the July 13, 1959, Blenheim, New Zealand sighting by Mrs. Moreland who said she saw a small saucer with a transparent dome with two men, “dressed in fairly close-fitting suits of shiny material.”

It would make sense to modify these early craft to hold a passenger as well. And we have the incident in August of 1962 at Lake Movil, Minnesota where the witness saw three beings inside of a small domed craft that we might assume was a Vril craft. So it would seem that later versions of this small craft could three and perhaps four people.

The Strange Sid Padrick Contact Case 1965

Let us stop for a moment and look at two very interesting cases from 1965. The first is the Sid Padrick case where the occupants of a strange craft invited him inside. It happened on January 30, 1965 at the coastal town of Watsonville, just south Santa Cruz California.

Padrick, 45, said he was walking along Manresa Beach because he was suffering from insomnia at the time. It was nearly 2 a.m., and he was a short distance (approx. 1500 feet) from his house where his wife and three sons were sleeping soundly, when his attention was attracted upwards by a noise similar to a jet aircraft at low

altitude, but instead of a conventional aircraft, Padrick would later describe seeing a disc-shaped craft, “like two real thick saucers inverted,” some 50 feet in diameter and 30 feet from the ground. As he watched in wonderment, the object slowly came closer, eventually hovering a mere foot or two above the beach sand.

Padrick recalled later how he began to run toward home, when he heard a voice from the direction of the object. The voice, Padrick stated, told him not to be afraid and that they were not hostile. Initially, those words reportedly did not slow down his retreat, but then the voice repeated again that they were “not hostile,” and also invited him aboard. Padrick claimed that at this point his curiosity overcame his fear, at least somewhat, and he began to cautiously walk toward the craft.

A door appeared and Padrick walked inside, and soon was conversing with a very human appearing gentleman wearing some sort of flying suit. The being spoke perfect American English, Padrick noted, and told Padrick that he could call him “Xeno,” and that he could ask any questions he desired. Padrick stated, “It took 15 minutes for me to ask the first question. I was so darned scared.” Padrick did ask what the purpose of their visit to earth was, and “Xeno” reportedly stated “observation only.”

“Xeno” provided Padrick with a tour of the ship, which consisted of 14 rooms and during the tour Padrick discovered that there were eight other crewmembers (one of whom was a woman). All of the beings were about 5’ 9” to 5’ 10” tall, estimated at 150 to 155 pounds, appeared to be 20 to 25 years of age, and all of them wore two-piece suits of a light bluish white color, which just happened to be the same color as the walls. In fact, each room was illuminated by a blue-white light. “The light seemed to come through the walls,” Padrick stated, adding that none of the rooms had any square corners. They were rounded.

It seemed that only Xeno, which in Greek means “stranger,” spoke English. During the tour, the other crewmembers paid little attention to Padrick. They seemed to stay busy at their duty stations working complicated looking instrument panels.

Though they appeared quite human, Padrick did notice that their faces came to a point more than ours, with sharp chins and noses.

Also their fingers appeared to be longer than ours. All of them had very light skin complexion. The men had short, wavy, and dark auburn colored hair, while the woman crewmember had long auburn colored hair that was tucked back under her clothing.

While he was aboard the craft, Padrick believes he was taken for a ride. In fact, at one point he got out for about three minutes, and he noticed that they were on a hillside, which he later felt was a location near Leggett, California, some 175 miles northwest of Watsonville. In fact, he later felt that he had found the exact spot.

At about 4:05 a.m. Padrick was returned and released back where his encounter had begun near Watsonville. A few days later, on February 4th, he phoned Hamilton Air Force Base and told them that he had witnessed the landing of a spacecraft, adding that he would only be willing to tell them more in person. Four days later a Major Damon B. Reeder paid Padrick a visit. Padrick showed the major where the encounter had occurred, and told him the whole incredible story. Major Reeder felt that Padrick, the owner of a TV-radio repair business, a private pilot, and a former member of the Air Force Reserve, was above average in intelligence, and noted that he had an excellent vocabulary, but was put off when Padrick mentioned that he intended to write a book or an article about his experience. Major Reeder was suspicious and felt that Padrick was making the whole thing up and intended to use the Air Force to make his story appear more credible.

A newspaper story described how the mayor of Monterey, less than 30 miles distant from Watsonville, had seen a “bright object” over Monterey Bay on the evening of January 29, 1965. Padrick was interviewed by APRO’s Jim and Coral Lorenzen who felt that he was sincere, but that his experience had been some kind of psychological delusion.

It is difficult to know if Padrick’s encounter was real or fabricated. But if it was real it may have been an encounter with post-war SS members in a Haunebu II. Next, only a few months later, we have the story of an Andromeda or something similar flying over New York as they seem wont to do. It is the most populated city in America and if you want to be seen—this is the place!

Andromeda Craft Over Brooklyn 1965

A large cylinder-shaped craft was seen flying over Brooklyn, New York in August of 1965 (specific date not given). The incident is described in great detail by Brian Vike and posted at the HBCCUFO Research website (Houston British Columbia Canada UFO Research, hbccufo.org). According to Vike the sighting was at approximately 8:30 p.m.:

> Every now and then, my mother and I would take our dog on his night walk to the Parade Ground, a flat park of baseball and football fields. We went there because at the time it was being renovated, and the fields were being partitioned and fenced. This gave us some confidence to allow the dog off the leash to run free for a change.

The Parade Ground is just across Parkside Avenue from Prospect Park. It is August, 1965. I am ten years old. The dog was having a good run, and once we saw that he wasn't about to run off completely, we relaxed and gazed upwards to view the night sky, trying to find various constellations.

In those days, the streetlights in Brooklyn emitted a white light, and not the beige-looking type now in use. If you went to a park, you could get a decent view of the stars, but of course not anywhere near the view if you were upstate in deep woods. Suddenly, as I looked to the left of me, I saw what I first mentally equated as a submarine perhaps two story's off the ground higher than the six story buildings beneath it.

"Hey Mom, do you see what I see?" She did.

Here comes this thing, slow and steady and silent. It is huge. It is dark grey—not "battleship grey," but as grey as can be before you rule it black. There is no shine to it. The front of it was round; I'd seen pictures of submarines, and that is what came to mind. It is actually shaped more like a very long medicine capsule. As it proceeded to float past us, we observed its right side. It is solid. It is a perfect and very long dark grey cylinder, and it just keeps coming very slowly and steadily.

Obviously, we can't see the top of it, but so far, we see that even though it is almost black, we sense a light behind the darkness. This does not make sense, as my mother and I later reckoned. The best I can come up with is that my eyes saw dark grey, but my mind knew

the cylinder was emitting light. Dark light! This was no blimp. No lights. No sound. No windows. No gondola beneath. No visible markings. No nothing! It is just a cylinder 300 feet longer than the Intrepid aircraft carrier now docked in the Hudson River going by! This thing was so huge, that even from the height above me, (200 Feet?) it was clearly visible; visible enough to see even the slightest imperfection clearly, if it had any.

At the same time, we are not in any panic. We are unusually serene. As if it's no big deal somehow. Maybe we were in a stupor beyond awe. Finally, the end of the ship passes. I ran to see the back of it. I see it is as round as the front with an opening in the center. To this day, I'm not sure if it was square or arch-like. I am convinced that at least the bottom of the opening in the back of it was flat, so it was square or arched. I remember thinking that 3 buses could easily drive inside at the same time. On the other hand, I've seen jets low to the ground on approach to JFK Airport, and thought that "my" cylinder was at least 3 times wider at the same height.

This is the only time I experience apprehension. I worry for a moment that whoever is flying this cylinder might see me. I ran to where I could see the other side of the cylinder. It is exactly as perfect and unremarkable as the other side and the bottom. I have been struggling with my memories for years as to whether there was a single tiny light, blue or red atop the opening in the back. I add this item, but I am not sure. Inside the opening it is absolutely pitch black.

The cylinder was in the order of 1200 feet long. I did not know this at the time. When I saw the cylinder completely, it was "crossing" Stratford Road, and the back of it was at Buckingham Road. The distance between these streets on Canton Avenue according to street maps is about 1200 feet.

I rejoined my mother in the original field, and we watched this thing float over the Prospect Park police station, heading west until it faded from sight about half a mile west of the Parade Ground. No newspaper, radio, or TV station mentioned it. For that matter, we didn't even tell my father!

As I first accessed the Internet, I ran a search for "cylinder UFO," and plenty of links came up. Even pictures! I wasn't too surprised,

because I know damn well what I saw was real, and other people must have seen something as well. I told some close friends. They gave me the jaundiced eye. I could hardly blame them. I guess its just one of those things one must see to believe.

This interesting encounter describes a long cylindrical UFO that had no visible windows and it had a circular opening at the back of the cylinder; as other similar craft have been described. According to the Andromeda plans this would be entrance into the craft for the Vril and Haunebu craft. No lights were described but one would think that it had lights and could light itself up if the crew had wanted. It may have had a powerful searchlight or beam projector as well that was not being used.

Was this an Andromeda craft silently moving across Brooklyn just after sunset on an August evening? Perhaps the brief visit was an attempt to be seen by a large number of people, but this sighting didn't make the news it seems. Like Brian Vike, many people do not realize the significance of their UFO sightings and don't tell the tale until years later.

More Curious Incidents from 1965 to 1966

Plenty of other odd UFO incidents were happening in 1965 that seemingly involve the Andromeda, Vril and Haunebu craft. In all of these cases it is difficult to determine what these UFOs were doing. Were they there to harass US military installations, as was sometimes the case, or were they picking people up or dropping them off? Perhaps they were just there to be seen as part of a larger psyop against the USA and its allies. UFO investigators like the Lorenzens thought they were Martians taking soil samples and such. Some of these sightings took place in Japan or in the seas around Japan. Others took place in Australia, and various incidents were taking place in Latin America, the US and Europe. Here are just a few curious incidents that occurred during that time.

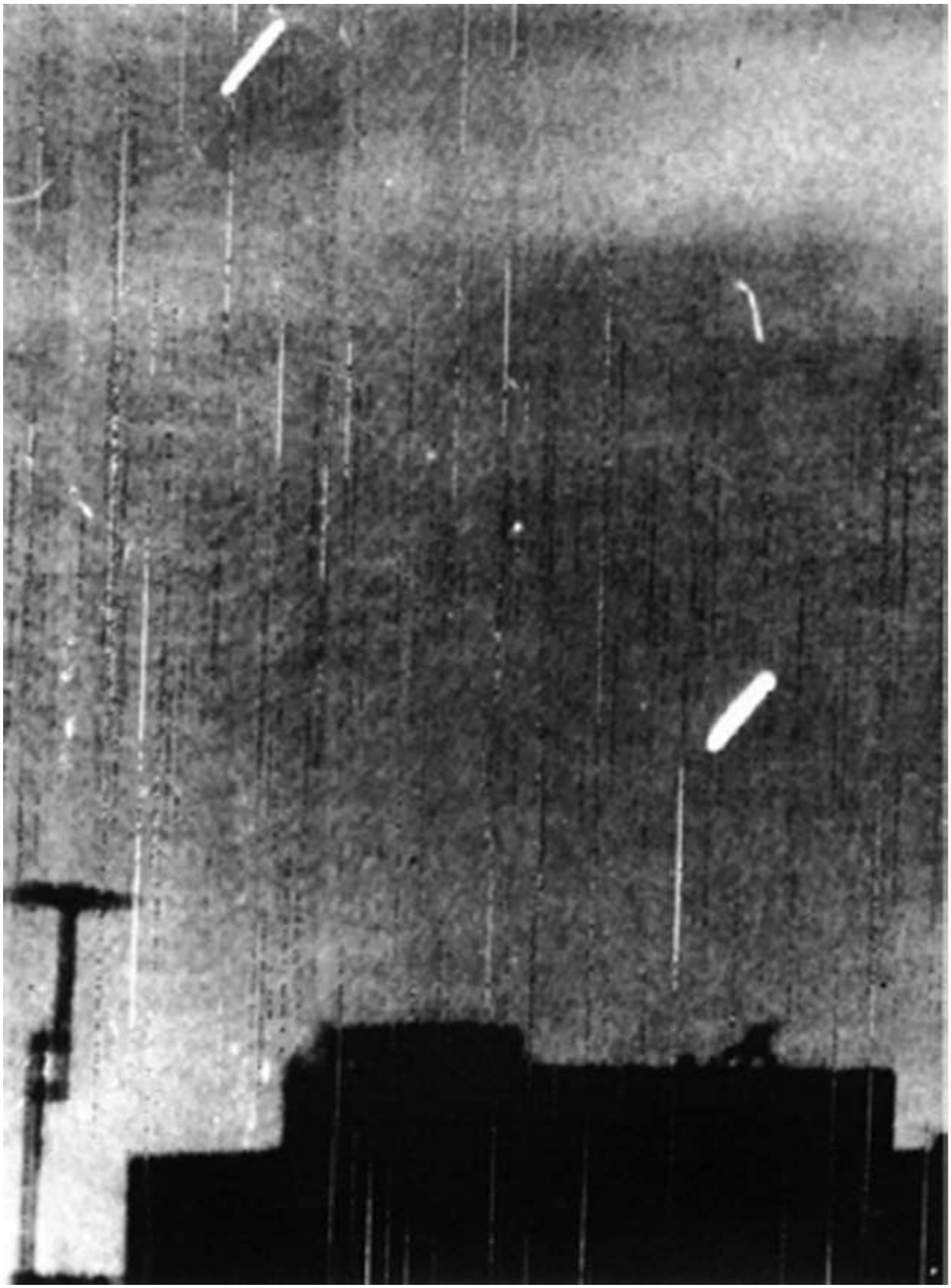
Plane Chased by Flying Saucer over Japan

March 19, 1965—Himeji, Ieshima Islands, Japan. "Inaba was the captain of the Convair-240, with 28 passengers aboard, which encountered the oblong and luminescent object over the Ieshima Islands in the Seto Inland Sea at 7:06 p.m. on Thursday [March 19]. Fearing a collision, Inaba turned the plane 60 degrees to the right,

but the flying saucer made an abrupt turn and flew along with the plane for about three minutes." Source: *Tokyo Japan Times*, March 21, 1965 (UPI), *Mainichi Daily News* (Tokyo), March 22, 1965.

New Guinea Silvery UFO Sighting

May 28, 1965—Northern Australia/New Guinea. An eggshaped silver object was seen by the crew of an Australian Ansett Airlines DC-4 flying from Brisbane to Port Moresby, New Guinea. From approximately 3:25 to 3:40 p.m., the UFO followed the aircraft. Captain John Barker, the copilot, commented: "I had always scoffed at these reports, but—I saw it. It was under intelligent control, and it was certainly no known aircraft." Source: Bill Yenne, *UFO: Evaluating the Evidence*.[1]



Two cylindrical Andromeda motherships over Buenos Aires, Argentina, 1965.

UFO on Australian Beach

July 19, 1965—Vaucluse Beach, Australia. Disc-shaped object glowed as it sat on a beach. As the witness approached the object, the object lifted off from the ground, quickly climbed in the air, and disappeared. Investigation revealed landing traces and effects on the nearby plant life.

Patrol Car Illuminated by UFO

September 3, 1965—Damon, Texas, United States. Project Blue Book files said: Purple and blue lights were attached to opposite ends of an enormous object, hovering about 150 feet from witnesses at about a 100-foot altitude. Object appeared to be triangular shaped, about 200 feet wide and 40-50 feet thick in the middle, tapering off toward both ends. Source: US Air Force-Project Blue Book, Donald Keyhoe, “UFOs A New Look.”

South African Constables Observe Flying Saucer on Highway

September 16, 1965—Pretoria, South Africa. On the night of September 16 two Pretoria, South Africa, constables came upon a disc-shaped object resting on the highway. The headlights of their police van illuminated the copper-colored object that appeared to be about 30 feet in diameter. On top of the UFO was a small dome. In seconds the UFO suddenly lifted off the road, emitting tongues of flame. Source: NICAP.

Canadian Navy Seaman Witnesses Object on Beach

November 30, 1965—Cornwallis, Nova Scotia, Canada. Seaman Ian Kinsey, of Her Majesty’s Coastal Service, was on his 2-4 a.m. watch at the Cornwallis station. When he looked out towards the shoreline, he saw a sharply oval, yellow object resting on the beach. The UFO was “lit up,” but not glaring. Five minutes later a sliding door on the object’s side opened and a smaller, cigarette-shaped UFO entered the larger object through the door. A similar sighting took place a few hours before in Springhill, Nova Scotia, about 125 miles from Cornwallis. Source: NICAP.

The Kecksburg UFO Crash

December 9, 1965—Kecksburg, Pennsylvania, United States. An object landed in the tiny town of Kecksburg, PA on December 9,

1965. It was observed as a fireball in the sky across several US states and Canada. Four witnesses have provided independent, corroborated descriptions of the object and its location in the Kecksburg woods. Dozens of others describe the military presence at the crash site, the cordoning off of the area, and the retrieval of an object transported by an army truck. Source: Researcher Stan Gordon.

Landed Saucer-shaped Craft with Ladder and Turret in Anchorage

1966—Anchorage, Alaska, United States. “I was standing in the middle of our street and there was a craft on stilts or legs with a ladder down from the center. It had just snowed, and I remember windows on the upper round part… The main body was like an upside down saucer with a cylindrical ‘turret’ on the top. The ‘turret’ was approximately 3 feet across and 2 to 3 feet high and appeared to rotate.” Source: ufoevidence.org.

The 1966 Tully Saucer Nest

January 19, 1966—Near Tully, Australia. The Tully “saucer nest” has a very special place in UFO lore. The famous Tully affair of 1966 is one of the best-known accounts of an apparent UFO landing. Witnesses saw flying saucers at night and then found spiral “nests” similar to crop circles in the marsh where they were seen. 1966 was a major year for UFO activity in Australia.

Over 200 Students Witness Flying Saucer in Westall, Australia

April 6, 1966—Westall, Australia. More than 200 students and staff from two schools in the Melbourne suburb of Westall watched as the classic Haunebu flying saucer landed in a nearby field, lifted off and vanished. It was a low-flying, silver/grey shining object, either of classical flying saucer shape or close to it, “a cup turned upside down on a saucer.” The UFO appears to have left a circle of scorched grass. This is a very famous incident in Australia. Source: *The Age* (Australia), October 2, 2005.

Sheriffs Watch High-Performance Discs in Michigan

March 14, 1966—Dexter-Hillsdale, Michigan, United States. Washtenaw County sheriffs and police in neighboring jurisdictions reported disc-shaped objects moving at fantastic speeds and making sharp turns, diving and climbing, and hovering. At one point, four UFOs in straight-line formation were observed. Selfridge AFB

confirmed tracking UFOs over Lake Erie at 4:56 a.m. These stories were backed up by more than 100 witnesses. This was explained as “swamp gas” and became the famous “Swamp Gas” case that began to make J. Allen Hynek and the US Air Force UFO debunkers look rather silly—sort of a turning of the tides.

The Dog Killed by a Flying Saucer in Virginia—1966

A curious encounter where a dog was killed by a beam weapon from a flying saucer happened on August 9, 1966 according to a former Virginia sheriff. It was revealed in a number of newspapers in Virginia in October of 1999 that a former Virginia sheriff named A.D. “Toby” Mathews had a very strange encounter with a flying saucer decades before in 1966.

In a story in the *Richmond Times-Dispatch* writer Mark Bowes writes about Henrico County Sheriff Mathews and his encounter in 1966 under the title “Sheriff Reveals 1966 UFO Encounter And Death Of Dog”:

> On a bright moonlit night 33 years ago this summer, Mathews said, he saw a large unidentified flying object hovering silently near his Varina farm. He suspects whatever was inside the mysterious craft was responsible for snatching and snuffing the life out of his dog. “I really saw the thing, I really did,” Mathews, 65, said this week when asked to respond to talk of his close encounter. “And I’ve never seen anything like that since then.” Mathews said he never publicly disclosed what he saw until now because he felt no one would believe him. He talked about his UFO experience this week after *The Times-Dispatch* learned that he had told the story three years ago to his former chief deputy during a Christmas dinner in Williamsburg. Mathews, who’s fond of sharing personal stories about his life, was candid about his UFO experience, which he noted occurred during a time when such sightings were reported with some regularity by Richmond-area residents.
>
> During the spring and summer of 1966—when Mathews said he saw a saucer-like object hover over a cornfield near his farm and then disappear in a flash—more than a half-dozen people, including three other Richmond-area police officers, reported spotting similar objects hovering over the city, Henrico and Goochland County, according to news accounts in *The Times-*

Dispatch and *The Richmond News Leader*. One Richmond patrolman told *The News Leader* that he chased the UFO in his patrol car. “If I live to be 100, I’ll never forget it,” said former Officer William L. Stevens Jr. in a July 21, 1966, news story. Mathews’ UFO encounter had been the subject of gossip for years and recently surfaced again as the local election season draws to a close. Mathews, a two-term sheriff, is running for the Varina District seat on the Henrico Board of Supervisors.

With just four days left until the general election, Mathews this week recounted his UFO experience with little hesitation. He said it occurred Aug. 9, 1966, after he returned home from a psychology class at the former Richmond Professional Institute (now Virginia Commonwealth University). He was a road sergeant with Henrico police and was living alone at the time at his farm on Charles City Road in the county’s Glendale area. At about 10:30 that evening, Mathews said, his German shepherd, tied to a chain out back, began barking loudly, so he went outside to investigate. After turning him loose, Mathews said the dog, which he had acquired only three weeks earlier, ran to the edge of an adjacent cornfield. He was astonished at what he saw next. “I happened to look up and there was that UFO right above the cornfield, it was just hovering right up above the power lines” about 200 feet in the air, Mathews said.

The craft, which Mathews described as white and about 30 feet in diameter, made hardly a sound and emitted no light. The object was about 4 or 5 feet wide at its widest point, which was in the middle, he said. “It was just like the ones you see on TV,” Mathews said. “It was a bright moon that night,” so he got a good look at it. Mathews said he ran back inside his house to get a flashlight, and when he returned and shined it on the craft, the UFO turned slightly, emitted a burst of light and “took off like a bullet, just tremendously fast.”

Mathews said he rechained the dog and went to bed after the craft disappeared, and he got up about 5 the next morning and went out to check on his dog. He let it run loose for a few minutes, as was his routine, but the dog didn’t come back. Mathews said he canvassed the area, but the dog was nowhere to be found. When

he returned home, he was startled to find his dog lying motionless in the middle of the road just beyond his circular driveway. He was dead. “He didn’t have a mark on him—no blood, no singe [marks], no nothing,” Mathews recalled. “It looked like he almost was sleeping. And whatever killed him, they had taken his chain collar off” and dropped it on the shoulder of the road. “I couldn’t believe how it got off him like it did.”

Mathews said his neighborhood in those days was remote and largely devoid of traffic at that hour. “I didn’t see any cars come through at the time.” Mathews said he assumed that his dog was killed by whoever, or whatever, was in the UFO. “The dog let me know that they were there,” he said.

The dog’s death remained a mystery, Mathews said. He buried the shepherd that morning in a meadow on his property. Mathews said the city officer who saw a saucerlike object near the State Fairgrounds a month earlier had urged him to notify the news media about his encounter, but Mathews resisted. Mathews was living alone at the time, and there were no other witnesses, he said. “I wasn’t frightened by it; it was kind of awesome,” Mathews said of the object. “Of course, back in those days I was still in the military reserve, and it didn’t appear to be any type of military craft at all. Because No. 1, it wouldn’t have done what it did” had it been a known military aircraft. In December 1996, Mathews told his story to then-Chief Deputy Patrick Haley and his wife, Brenda, during a Christmas dinner party at the Seafarers Restaurant in Williamsburg.

“The way he told it was so specific and he was dead serious, he wasn’t joking,” said Haley, who now is deputy coordinator of law enforcement accreditation for the Virginia Department of Criminal Justice Services. “We talked about this for months.” Haley, who resigned abruptly after about a year as the department’s No. 2 officer because he believed incompetent leadership and dishonorable management practices by Mathews created a host of problems with the sheriff’s office, recalled Mathews telling him a slightly different story about the encounter. Haley said he remembered Mathews saying the craft had landed and emitted some kind of strong “pull” that drew him toward it, although he

> managed to resist it. Haley also recalled Mathews saying that his dog, after it was found dead, appeared to have been burnt or singed. Mathews, however, said those things didn't happen. And he shrugged off how his strange encounter may be viewed by the public. "Well, I did see it," he said. "I really don't know what it was."

So we have a former police officer telling the strange story, decades later, to the press in 1999 about his flying saucer encounter and how his dog mysteriously died. The strangest part of this episode is that the collar on this dog had been removed and was found lying on the road near the dead dog. Sheriff Mathews thinks that the flying saucer occupants killed his dog and he may be right. It seems that a scenario very similar to this was going on: A flying saucer, perhaps a Vril craft, has some activity in this suburb of Richmond, Virginia and the dog is alerting everyone to their activity. This activity was mainly that the craft was sucking up power from the electricity lines that it was hovering over and recharging the batteries that the craft was using as an electrical source.

It would seem that the craft returned (remember there had been UFO activity in the area for some time), and the dog broke loose from its chain and was shot with a beam weapon, as has been reported in several UFO reports—not many, but a few—that is fatal. It may simply raise the body temperature to a fatal level at a very rapid rate, such as a few seconds. With the dog now dead in the road, the craft landed and an occupant approached the dog and removed his collar. After noting the information on the collar the entity then dropped it on the road and the flying saucer flew away. Something like this must have happened and it is clearly what former Sheriff Mathews believes.

Whatever activity was going on here, it does not seem like the activity of extraterrestrials but we simply don't know. Other incidents of flying saucers using beam weapons are mentioned in my book *Haunebu: The Secret Files* in regard to an attack on a military base in Brazil. There was also a beam weapon attack from a flying saucer during the Korean War to be discussed in the next chapter. It may be that the dog was "burnt" as Sheriff Mathews told friends in the immediate period after the incident, but felt later that such a claim made the incident more unbelievable than it already was and

decided to recede from this claim. Often it is little details the witnesses give that are attacked the most as seeming to be "made up," but why would they be making up such unusual details, often ones that point to ordinary human occupants of the saucer craft?

More Sightings from 1966 to 1968

The 1960s continued with all the typical UFO stories of flying saucers and motherships showing up over remote roads in the middle of the night or stopping over bodies of water. If anything, the 1960s were a hotbed of UFO activity and things would get weirder.

Disc-shaped UFO with Dome 'Buzzes' Automobile

October 15, 1966—Split Rock Pond, New Jersey, United States. A man named Simons reported: "The object was directly in back and above me and followed my car along the road." He estimated the object to be approximately 25 to 30 feet wide and five or six feet high. His diagram shows a typically flat-bottomed and somewhat domed object. Simons then noticed that his car began to act abnormally. Source: NICAP.

Formation of Three Cigar-Shaped Objects with 10 Small Discs

December, 1966—Finland. Three Finnair crews observed a formation of three cigar-shaped objects accompanied by 10 lighter and darker round objects. This strange grouping was observed flying over Hamburg, Germany, and over Maarianhamina, Finland, at least 900 miles away. Another Finnair Caravelle jetliner spotted the formation near Helsinki-Oulu, Finland, 250 miles from Maarianhamina. Also that year, six objects were seen by the flight crew of an East African Airways DC-3 flying between Mombasa and Nairobi, Kenya. Source: Bill Yenne, *UFO: Evaluating the Evidence*.[1]

Copper-colored Disk Flying Low in British Columbia

1967—Lillooet, British Columbia, Canada. From the witness: "Off in the distance I spotted what I took to be an airplane flying towards us, off to the left, about 75 or 100 feet above the telephone lines. As it got closer I saw that it wasn't a plane at all, but a disk shaped craft. It was copper in color and had a ridged section coming down below the main body. There was a soft red glow coming from all around this section. I would estimate the diameter to have been no more than 100 feet." Source: UFO-BC (www. ufobc.ca).

Nuclear Missiles Disabled at Malmstrom Air Force Base, Montana

March 16, 1967—Malmstrom Air Force Base, Montana, United States. Flying saucers hovered over the base on several occasions. From the witness Robert Salas: “I received a call from my security guard who was quite frightened as he reported that an unidentifiable flying object was hovering immediately above the front gate. The object was illuminated by a red glow… many of our missiles became disabled… a similar incident had occurred at another site and they had all of their missiles disabled while UFOs were observed directly over the launch sites.”

Burned by a Flying Saucer at Falcon Lake, Manitoba

May 20, 1967—Falcon Lake, Manitoba, Canada. Fifty-one-year-old Stephen Michalak of Winnipeg, was prospecting near Falcon Lake when two UFOs appeared in the sky. He described them as two silvery cigarette-shaped objects (cylinders) with humps in the middle. One of the objects then landed near him. He looked to see if there were any identifying marks on it, but he did not see any. He assumed that it was an experimental vehicle from the United States. A few seconds later, a door on the craft opened and he heard voices inside the craft. He tried to speak to the operators of the craft in English, Russian, Polish, and German, but received no response to any of them. As he walked closer to the door, the light emanating from inside became so bright that he had to snap down the visor on his safety goggles. Then, the door suddenly shut. He tried to touch the craft but was burnt by its exterior. The craft rotated clockwise and he noticed a grid-like exhaust vent on the side of it. A blast of hot gas shot from these holes onto his chest, setting his shirt and undershirt on fire and causing him severe pain, and leaving burn marks in the shape of a grid. The UFO then went up into the sky and flew away. Source: CBC (Canadian Broadcasting Company, cbc.ca).

‘Capsule-shaped’ Flying Object Photographed in Wichita, Kansas

June 27, 1967—Wichita, Kansas, United States. Mr. Jefferson Villar of Union City, Kansas succeeded in photographing a bright silver-colored, capsule-shaped object that passed over his head. It was brilliantly reflecting the sun’s rays like metal and was making a strange noise as it flew along. Villar managed to get his camera into action and snapped six good color photographs of the clearly defined cylindrical structure with rounded ends. It looked to be solid and real

as it passed at low altitude above a house and telephone wires. Villar estimated the object to be flying at between 1,500 and 2,000 feet above the surface at that point.

The Shag Harbor Nova Scotia Incident

October 4, 1967—Shag Harbor, Nova Scotia, Canada. On the night of October 4, shortly after 11:00 p.m., a glowing UFO was seen to hover over the water near the tiny fishing village of Shag Harbor, Nova Scotia. The UFO, which displayed four bright lights that flashed in sequence, tilted to a 45-degree angle and descended rapidly towards the water's surface. Upon impact, there was a bright flash and an explosive roar. Witnesses had thought that it was a plane crashing into the water, which it was not. Source: MUFON Canada.

Police Officer Herbert Schirmer Abduction

December 3, 1967—Ashland, Nebraska, United States. Sgt. Schirmer was on patrol when he encountered a UFO hovering above the road, which shot up when he flashed his high beams at the object. Soon, Schirmer realized he had experienced "missing time and a red welt appeared on his neck. Hypnotic sessions revealed that the occupants of the landed craft came and took Schirmer aboard, and communicated with him through some form of mental telepathy. They told him that they would visit him twice more and that someday he would "see the universe." This case is covered in more depth in Chapter 7.

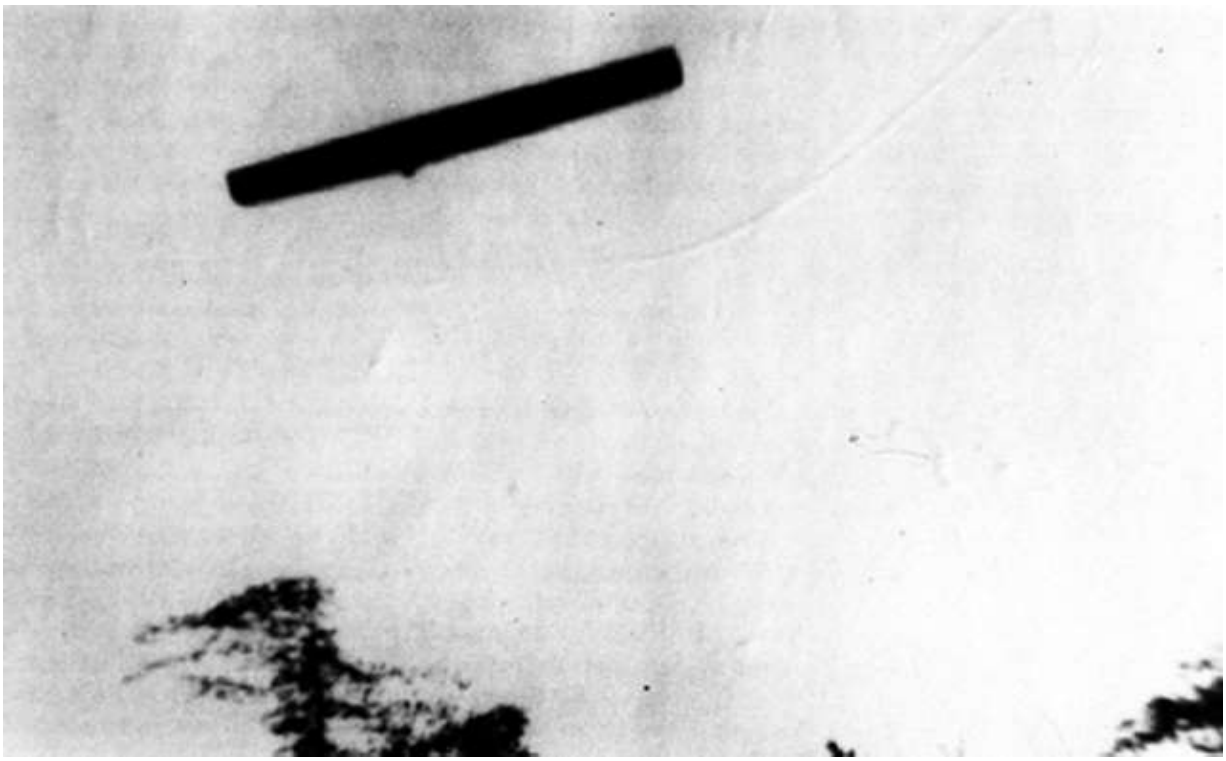
Circular Object with Dome and Two Figures Inside

December 8, 1967—Idaho Falls, Idaho, United States. An unnamed woman said the object was circular in shape, "about as big as a car." She was able to see that it had a domed top. In the dome, which was transparent, she could make out the indistinct outlines of two figures. At its closest, the object was no more than 100 yards away, and from 50 to 100 feet above the ground. Source: NICAP.

Two Craft Land near Florida Missile Site

December 31, 1967—Bithlo, Florida, United States. Several witnesses observed two flying saucers land and Air Force jets fly over a part of Florida near a missile launch site. Said one witness: "On the evening of December 30, 1967, shortly after dusk, I observed along with two other witnesses, a circular craft, approximately 40 to 50 feet in diameter, as it floated over the mobile

home where I was living at the time. The craft was soundless and completely devoid of any light source except for an amber basketball size mass of swirling energy that seemed to posses electrical properties. The amber ball of swirling energy was located underneath the faintly silver rim of a UFO and was located nearest me along the rim. The craft then emitted a red cone-shaped beam from its underside seemingly searching for a landing site. Moments later, the craft paused and a string of red lights began flashing back and forth in a 5-4-3-2-1, 1-2-3-4-5 pattern around the object's midsection. The first craft was then joined by a second craft that flew in from its right side. The two craft then dropped below the tree line and out of sight. Minutes later, two jets and a single column of helicopters approached the UFO hotspot from the east. After several minutes the Air Force jets and choppers left the area. At approximately 1:50 a.m. the craft to the left rose up from the exact location that it had disappeared below the tree line nearly seven hours earlier. The object displayed the same pattern of red flashing lights around its middle. Then it shot straight up, paused and then the red flashing lights began to fade as the UFO took on a more luminous appearance and reminded me of a star as it just hung there in the dark, starry sky. Then, the eastern horizon lit up with orange and white colors as a Minute Man 2 missile rose up and within moments began its arc downrange the Eastern Test Range over the Atlantic. The luminous UFO then began zigzagging across the sky, then performed a falling-leaf pattern, and all in one continuous lightning-swift motion. Then the UFO shot to the left and seemed to draw very near the rapidly climbing missile. Then the UFO darted to the right, paused then shot off to the right again and vanished. I waited until sunrise but I never got to see the second craft leave the location of which it had apparently landed nearly 12 hours or so earlier. The above UFO sighting was the first of numerous other sightings that happened in the same area over the course of the next nine months." Source: ufoevidence.org, and UFO Hunters.



A photo of an Andromeda craft over Rhode Island in 1968 by Joseph Ferrier.

200 People Observe Flying Saucer in Redlands, California

February 4, 1968—Redlands, California, United States. About two hundred residents of Redlands, California, either saw or heard what was apparently the same huge, low-flying, disc-shaped object as it passed overhead. A minister conducting services in a church in town was recording his sermon at the time and obtained a recording of the sound, which many people present described as a high-pitched, modulated whining sound. Source: APRO/NICAP.

Russia UFO Crash and Recovery

March, 1968—Berezovsky, Russian Federation. The details of a Russian UFO crash circa 1968 are sketchy and somewhat suspect. Russia is famously quiet about UFO incidents and this may be a hoax. This case comes from the so-called “Secret KGB Files,” which were reportedly smuggled out of the former Soviet Union. Reportedly, $10,000 was paid for the information. The details of these secret files were first offered to the general public on September 13, 1998 as part of a TNT television special titled “The Secret UFO Files of the KGB.” The show featured film and still

photographs of the UFO recovery, and also a portion of an autopsy film on part of an “alien” body.

Three Fishermen in France Observe Oval, Mirror-like Object at Sea

April 1968—Le Brusc, Var, France. Three fishermen from the French fishing port of Le Brusc were fairly far out at sea, “when suddenly, in a break in the clouds, a sort of ‘thing’ appeared—ovalish in shape—which was just hanging there in the sky. It looked like a mirror and it was shining, and it did not move… The thing remained stationary over the sea for two or three minutes and then vanished before our eyes as though swallowed up by the waves.”

Flying Disk with Dome in Omaha, Nebraska

May 12, 1968—Omaha, Nebraska, United States. “Directly over the restaurant’s parking lot, at an altitude I estimate at no more than one hundred feet, was a UFO. The object was circular, with a flat bottom and an opaque dome on the top. I estimate the diameter of the object at 35 to 50 feet. It held absolutely still and made absolutely no noise. On top of the dome was a single, steady white light. Around the rim were solid white lights in the shape of rectangles with rounded corners, separated from each other by unlit space. The lights flashed around the rim in a counterclockwise direction like lights on a theater marquee.” Source: NUFORC (National UFO Reporting Center).

The Attack on the Navy Ship *Hobart* in Vietnam

Let us pause here in mid 1968 to look at UFO attack on the Australian Navy ship HMAS *Hobart* that was hit during a Vietnam UFO encounter. On June 15, 1968, Australian and American troops reported seeing about 30 strange slow-moving “lights” in the night sky. It was assumed that these were Soviet helicopters transporting North Vietnamese soldiers across the DMZ. When these lights moved out to sea, Phantom jets chased them but instead fired their missiles at the HMAS *Hobart* killing or wounding several Australian naval personnel with friendly fire. Here is a detailed account of what happened from the Australian UFO journal AUFORN Special Report, Issue 34, April 2003 by Jon Wyatt under the title “HMAS *Hobart* Hit During Vietnam UFO Encounter?” (Note: this text has been previously edited by others who have inserted clarifications in square brackets):

In June 1968 Australia was dismayed by the news that the guided-missile destroyer HMAS *Hobart* had been badly damaged by ‘friendly fire’ in Vietnam: Two crew died and seven were wounded during the USAF attack.

Officially, the *Hobart* ‘Incident’ occurred during a night operation against ‘enemy helicopters’—but was it in reality a UFO story? The evidence is very intriguing, and to find out why let’s go to the beginning.

On Friday, 15 June 1968, Allied forward spotters along the eastern part of the Demilitarized Zone, a 9.6 km wide strip separating North and South Vietnam, reported seeing about 30 strange slow-moving ‘lights’ in the night sky. At the time the belief was that these were lumbering North Vietnamese Russian-built M-14 ‘Hound’ helicopters ferrying men and materiel over the border.

After the sightings, Allied Command, fearing another Tet Offensive-style build-up, rushed more anti-aircraft guns to the border, and placed Phantom fighter-bombers at Danang Air Base on standby, and it also asked available Allied warships to patrol the DMZ coast. HMAS *Hobart II* was one of those warships that responded.

That night, the forward spotters along the eastern DMZ again reported the ‘enemy helicopters’ had re-appeared, and the Allied forces sprang into action. Details of the subsequent aerial ‘melee’ remain sketchy, but it is known several US 7th Air Force Phantom fighter-bombers soon arrived on the scene and began firing on the intruders; and were supported by anti-aircraft ground fire. During the Allied attack the ‘enemy helicopters’ were seen to move down the east coast and then out to the sea—and there things went terribly wrong. A US Navy Board of Inquiry, which investigated the *Hobart* ‘incident’ for the Australian government, found shortcomings of the Phantom’s radar system were partly to blame: to stop big targets flooding the radarscope the radar had a cut-off mechanism, so the returns from a warship and a slow moving low flying helicopter could appear similar on-screen.

After the ‘lights’ fled seaward, the first ‘friendly fire’ incident occurred shortly after midnight when the US Navy swift boat *PCF-19* was sunk by three air-to-air missiles while patrolling some

kilometers south of the DMZ. Five of the seven crew died (more about this later). At about 3.30am, the *Hobart* was patrolling (blacked-out and maintaining radio silence) near Tiger Island, about 20 kms off Cap Lay, when her radar room detected a fast, incoming aircraft. The IFF (Identification Friend or Foe) system indicated it was 'friendly' and the ship was attempting to establish further identity when a Sparrow air-to-air missile struck her amidships on the starboard (right) side. The missile penetrated the aluminum hull and exploded killing Ordinary Seaman R. J. Butterworth and wounding two others.

While the crew was rushing to Action Stations, two more air-to-air missiles penetrated the starboard side and killed Chief Electrician Hunt and wounded several others— and narrowly missed a magazine. *Hobart* fired five rounds from a deck gun, but the swept-winged attacker escaped.

During the DMZ 'lights' operation, the guidedmissile destroyer USS *Edson*, the guided-missile cruiser USS *Boston*, the US Coast Guard cutter *Point Dume*, and the USS *PCF-19* also came under 'friendly fire,' but fortunately without causing more casualties. Eventually, the Phantom pilots involved in the operation that night and early morning, were recalled and grounded. After daybreak, US helicopters airlifted the wounded Australian sailors to Danang and the damaged *Hobart* went to Subic Bay, Philippines, for repairs and was off the scene for five weeks—and that night DMZ 'lights' returned.

Whatever the 'lights' actually were remains a subject of conjecture, but it appears they were sighted for some weeks and went unchallenged. A week after the *Hobart* 'incident' the *Melbourne Sun* noted: "Sightings were reported by radar men in Quang Tri Province about five miles [eight kms] below the border zone. It was the sixth time since last Saturday that such sightings have been reported… US command has ordered its fighter-bombers and artillery to withhold fire not wanting a repeat of the incidents in which the Allied ships were fired upon."

Also adding further to the mystery, no wreckage of downed enemy choppers was found. In August 1968 the *Royal Australian Navy News* confirmed: "No physical evidence of helicopters

destroyed has been discovered in the area of activity nor has extensive reconnaissance produced any evidence of enemy helicopter operations in or near the DMZ."

In 1996 I interviewed the *Hobart*'s skipper, the late Ken Shands, and he also said, "Neither before nor after the incident… was there any report by any of the ships of a helicopter being there [around Tiger Island]. Now having said that, the captain of one of the American ships told me later at Subic Bay that he thought there were helicopters there, but the fact is he didn't report, and if he believed there was a helicopter… it was his duty to report it at the time, but there was no report." So what appeared over the DMZ that sparked the mission that saw *Hobart* hit?

The events of that night have doubtless raised much discussion —it was the RAN's costliest day of the entire war—and Australian navy history books mention 'unusual atmospheric conditions over the DMZ', 'insect swarms' or 'bird flocks' as possible sources of the sightings, but were they unidentified flying objects? General George S. Brown (1918-1978) was commander of the 7th US Air Force and deputy commander for Air Operations, Military Assistance Command Vietnam from 1968 to 1970—and so was in command of the Phantoms involved in the snafu. In later years he rose to chair the Joint Chiefs of Staff in Washington. In 1973, he fronted a Chicago media conference held to discuss the North American UFO flap of that year, and while airing his views on UFOs at the conference he said: "I don't know whether this story has ever been told or not [but UFOs plagued us in Vietnam]. They weren't called UFOs they were called enemy helicopters, and they were only seen at night and they were only seen in certain places. They were seen up around the DMZ in the early summer of '68, and this resulted in quite a battle. And in the course of this, an Australian destroyer [*Hobart*] took a hit … there was no enemy at all involved but we always reacted. Always after dark. The same thing happened up at Pleiku at the Highlands in '69."

George Filer, today Director of the Mutual UFO Network Eastern, USA, served as a USAF intelligence officer under General Brown during the Vietnam conflict, and he has also said, "In 1968, I briefed General Brown the USAF Chief of Staff most mornings on

the intelligence situation in Vietnam… a lot of times we'd get UFO reports over the DMZ."

The late Bill Cooper served as a patrol-boat captain in Vietnam from 1967 to 1969, and during a talk at the 1989 Los Angeles UFO conference he said: "After about five months I was sent up north to the DMZ, to a place called Qua Vieaf [probably Qua Viet] on the Tacan [sic] river… It was while there that I discovered that there was a tremendous amount of UFO and alien activity in Vietnam. It was always reported in official messages as 'enemy helicopters.' Now any of you who know anything about the Vietnam War know that the North Vietnamese did not have any helicopters especially after our first couple of air raids into North Vietnam [during 1965]. Even if they had, they would not have been so foolish as to bring them over the DMZ, because that would have ensured their demise."

Cooper later recanted his belief in an alien presence and instead insisted UFOs are "technology originally developed by the Germans in their secret weapons programs during WWII, by geniuses like Nikola Tesla and many others." However the mystery of 1968 DMZ 'lights' marched on, and the following is from another American patrol boat crewmember.

Jim Steffes, ENC, USN Retired, served on the patrol boat PCF-12 on the night of the *Hobart* 'incident,' and he confirms strange goings-on in the sky. In his article "The sinking of PCF-19 as seen from PCF-12," he states the PCF-12 met the ill-fated PCF-19 at sea that night to fix the PCF-19's radar. At approximately 0030 hours the PCF-12 received a 'flash traffic' that PCF-19, the first 'friendly fire' target, had disappeared in a flash of light. The PCF-12 reached the scene as Point Dume was pulling the two badly wounded survivors aboard. As PCF-12 searched in vain for more survivors, she found she had company. As he and the crew peered into the darkness, the moon sometimes behind clouds, "we spotted two aircraft 'hovering' on our port and starboard beams. They were about 300 yards away and 100 feet above the water. As the boat swung around to put the aircraft ahead and astern of PCF-12, I could hear Mr. Snyder [the Officer In Charge] requesting air support and identification of these helos. The answer from the

beach was ‘no friendly aircraft in the area, have contacts near you on radar and starlight scope’.

Steffes says he saw one ‘helo’ in the moonlight and believed “It had a rounded front like an observation helo and it looked like two crewman sitting side by side.” Then, “I watched as tracers began to come toward us as this helo opened fire. The guns were from the nose of the helo. Our guns opened up and I ran back to my position as the loader on the after gun. We heard a crash of glass and a splash as one of the helos hit the water, the other helo broke contact and left the area.” Steffes says for the next two and one half hours the PCF-12 played cat and mouse with one or more helos, opening fire whenever they moved in. He also observed the Point Dume firing tracers at blinking lights moving around her in the air. All the radios were crackling constantly as friendlies were checked out. “The result was no friendlies, these had to be North Vietnamese.”

Then, three and a half hours later, at about 3:30am, military jets roared overhead and after they acknowledged the PCF-19’s position, he soon heard explosions and gunfire to the north (the *Hobart* “incident”?). “As dawn broke, we could only see the shoreline and the Point Dume.” Steffes concluded: “We continued to monitor and track these ‘lights’ for several weeks after this up until September… I know what the ‘official story’ is, but this is mine as true and complete as I can remember.”

So a few the questions that immediately come up is why would North Vietnamese helicopters (possibly being flown by Russians) fly around for hours over the DMZ? Why would they not be shot down? Why was no wreckage ever recovered? Was this an encounter with Haunebu or Vril craft that were there to stir things up on the DMZ? The North Koreans and Russians probably didn’t know what was going on either. It is unlikely that the pilots of extraterritorial SS craft were trying to help the Soviet Union, but they may have just wanted to get into the mix and create some excitement. As usual, the military on both sides tried to cover up the incident as much as they could.

It would seem that Bill Cooper was right in that the UFO activity he had seen was probably from Tesla-inspired craft flown by a postwar remnant of the SS. Were they trying to create this strange

friendly fire incident at caused the death of Australian naval personnel?

Let us now look at another curious incident in the year 1969 when a Chilean Navy ship encountered five flying saucers and a large mothership in October of that year.

The Chilean Navy Ship Encounter 1969

The incident involved a Chilean destroyer and was witnessed by crewmembers and the commander of the vessel. Up to six UFOs, including one large cylinder craft (mothership), were observed. The objects were also verified on radar. As the large object moved over the ship, the destroyer lost power.

Here is an article on the encounter by Bill Chalker, an industrial chemist and Australian UFO investigator from the *International UFO Reporter* for September/October 1985 where he interviews a member of the crew:

> Because of a series of chance events and an overseas trip, I had the opportunity to interview an alleged witness to an extraordinary event that supposedly took place in the Pacific Ocean, about 350 miles to the south of Valparaiso Port, off the coast of Chile. The incident involved a Chilean Naval destroyer and was witnessed by crewmembers and the commander of the vessel. Up to six UFOs, including one large object, were observed. The objects were verified on radar and observed visually. As the main object moved over the ship, the vessel's power went out. As extraordinary as the event itself is its alarming aftermath. According to my informant, a cover-up followed and the witnesses were held in confinement in port for two days, subjected to intense psychological pressures to force them to believe they saw nothing out of the ordinary. The name of my informant cannot be revealed. He says, however, that he was on duty during the incident and observed the whole event.
>
> The location of the interview, even the country in which it took place, also cannot be given. The witness fears that disclosure of either detail could cause him to be recalled to active service in the Chilean Navy. Although he has already served his term of service, he is concerned that enforced military service could be used as a form of punishment. I must point out that from the very beginning I

have been skeptical of many UFO cover-up claims. From my experience as the first civilian researcher to have comprehensive access to the Royal Australian Air Force UFO files, however, I have become more open-minded about such allegations. In this regard I was willing to consider the testimony of my Chilean informant, who to all appearances was sincerely frightened by the events he described to me. That does not mean I have become a 'believer,' only that I believe such claims deserve a fair hearing.

The event happened just after midnight, on or about October 24, 1969, a Chilean Navy destroyer, a week out of dry dock at Talcahuano Port (where the ship's axle had been removed and replaced), was navigating at 20 knots and heading north 20 degrees portside from NNW. The incredible events that followed took place over the next eight minutes.

At 12:43 am the radar officer reported a long-range flying contact. A minute later the "contact" was at 400 miles. Because of the "object's" speed, the operator suspected a malfunction in his equipment. In the next minute the contact was approximately 150 miles away closing from 331 degrees of true north. But the operator and officer in charge during the late night duty (an officer of second-class rank) speculated that the contact was a "plane flying southeast"—but at 213 miles in a minute: 12,780 mph!

The officer in charge advised the ship's commander, who asked that an eye be kept on the object. At 12:47 the contact was only 12 miles away. Suddenly the single contact became six "targets." The "thing spread… Little dots appeared in the fire of the light on the radar…

The officer in charge informed the commander just as the objects making the returns came into view. Both eyewitnesses and radar were reporting six objects approaching the ship. The commander came up to the ship's bridge to see what was going on. It was a fantastic sight. One massive object and five small objects were approaching at high speed. The "big thing looked like a big box [with] semicircles in the side" looking as if they had been scooped out. It was bathed in brilliant light."

"The thing must have been metallic," my informant told me. "It was bigger than the destroyer, which was about 110 meters long."

He thought it might be at least twice the length of the ship but it was difficult to tell because “the light was bright.”

The five smaller objects were egg-shaped and appeared to be no bigger than eight feet long and five to six feet wide. They were bluish in color. At about 2000 yards out from the destroyer the smaller objects left the proximity of the larger object. Three went portside and two went starboard. The smaller objects at times seemed to be flying in “elliptical circles backwards and forwards between the big one and our vessel… The main thing did not change direction—if it had been in the sea there would have been a collision.”

A humming noise was audible when the large object got to within 300 yards. It was at this point that the power went out. For a couple of seconds all instruments went dead as the huge craft passed overhead. At this point the commander came on to the bridge, asking, “What the hell is that?” My informant remarked that the commander “was very calm, because probably he knew what he saw. We didn’t.”

“You could see the whole thing, the light was so strong. You could see the water, the funnel head, the head of the ship, the towers, everything… Everybody on the bridge was sort of listening to the noise. I don’t know how long this thing took to go across.” The bright red lights underneath the main UFO seemed to be moving back and forth inside the “box,” shining through a half-circle or crescent shape on the bottom of the object. On the side were what looked like “corn cobs,” with green or turquoise pulsing lights. These lights, my informant said, “went right through your head.”

The large object passed over the powerless ship. When it was 200 yards away, everything returned to normal. The smaller objects, never coming closer than 500 to 1000 yards, flew around the ship and joined up with the larger object on the other side. The main object continued on its way until it was about two miles beyond the ship. At that point, along with (we assume) the smaller-objects, it vanished. “It was like somebody opened a big door; then it closed and it was darkness. The only thing that was left behind was like floating little bits of metallic paper.”(!) At least eight minutes had passed. Three persons had tracked the UFOs on

radar. Five persons saw the objects themselves. The ship's commander ordered everyone to keep silent about what they had seen.

The "cover-up" started immediately. According to my informant, the officer in charge (the second-class officer) had made several entries concerning the UFO incident in the ship's log. The entries at midnight and on either side of the UFO entries were routine. Duty proceeded normally for the rest of the morning. Awakening after he had retired from his shift, the officer rechecked the log, only to find normal entries in what appeared to be his own handwriting. The UFO incident was not mentioned. The officer had been left-handed but an accident had forced him to use his right hand. Because writing was difficult for him, he had to press down hard on the paper. He had to press down so hard, in fact; that the outline of what he wrote was always visible on the page. But when he checked, it was not. In other words, someone had forged his handwriting but neglected this telltale physical detail.

At 6:45 that morning the destroyer arrived in Valparaiso Port. After eating breakfast, the men on duty during the UFO event were asked to report to the commander. He told them that some people were coming to talk with them and that they were to go with them. The visitors turned out to be two Chilean Navy officers and four Americans in civilian clothes. The Americans, who spoke Spanish, were identified as naval attaches with the US embassy.

The six witnesses were taken to a mine- or torpedostorage area at the port. Each was taken to a separate room.

My informant was directed to explain what happened last night. When he told them, they said, "No, you didn't see that!" "I said that's what we saw," my informant related to me. "They started getting very cranky. They said, 'No, you didn't see it. You didn't see anything. You know nothing.' "I spoke to the highest-ranking officer there, a tactic commander in the Chilean Navy: 'Are we under arrest or what?' He said, 'No you are not.'"

Asked why they were there, the Chilean officer replied, "You are under orders. These people just want to talk to you, to put you on the right track."

My informant claimed, “While the men never asked us to go through the story in detail, they knew what had happened by the questions they asked. They also had the radar-plot blueprint.” They were more interested in securing his silence than in getting information about the event from him.

For two days the harassment continued. “Every two hours,” the informant said, “this guy would come up. ‘What do you think now?’ he’d say… We had arguments. They didn’t have any right to do what they were doing.” My informant threatened to complain when he got out. He was told that if he did so, that would be the end of him. He did not see the other witnesses at any point during the two day interrogation. He was not allowed to sleep until he signed a document. Finally, after he had done so, he was put in a jeep and driven to another location. One week later he was transferred unexpectedly from destroyer duty.

So here we have a fascinating encounter in the Pacific Ocean with a huge mothership and five flying saucers. The witness says that the “…thing must have been metallic, …It was bigger than the destroyer, which was about 110 meters long.” The electrical power on the ship goes out while the huge craft passes overhead as we might expect.

The five smaller objects were egg-shaped and appeared to be no bigger than eight feet long and five to six feet wide. They were bluish in color. At about 2000 yards out from the destroyer the smaller objects left the proximity of the larger object. Three went portside and two went starboard. The smaller objects at times seemed to be flying in “elliptical circles backwards and forwards between the big one and our vessel… The main thing did not change direction—if it had been in the sea there would have been a collision.”

This seems to be the exact description of an Andromeda mothership with the five craft that the Andromeda was shown to carry in the set of plans that we have. Did the captain of this Chilean naval ship know what they were seeing? He may well have; officers in the Argentinian and Chilean navies would probably have knowledge of the Haunebu, Vril and Andromeda craft. Paraguay, another Nazi client state, does not have a navy. One has to wonder if this craft was one of three motherships seen by three Finnair crews

in December of 1966 (see above)? These three large cylindrical Andromeda craft were accompanied 10 disk craft and they were apparently flying north. Where were they going? Was it possibly to a secret base on an island in Arctic? Obviously, at least three of these craft were in service in 1966. Were there more? Were there as many as 10 craft by the 1966s? We simply don't know.

The Motherships and Flying Saucers Keep on Coming—the 1970s

Let us jump now to 1971 where there is plenty of activity in South America as well as the United States. Because more people had cameras with them a larger number of photos began to surface, most of them in color. Video film of UFOs began to come out in the late 1970s. Here are a few encounters of note:

UFO Seen and Photographed in Uruguay

July 11, 1971—Floridad, Uruguay. When Hector Rufino Delgado saw a strange, disc-shaped craft approaching him, flying on its side, he grabbed his camera—and shot a series of six pictures when the object changed its position and passed him and disappeared in the opposite direction. Source: UFOEvidence.org.

Occupants Seen Next to UFO Sitting on Road

June, 1972—Deming, New Mexico, United States. Mrs. Hilda McAfee (a lady in her late 50s) and her elderly mother were on their way home by car when they were disrupted by a blinding light shining from straight ahead. As they passed the object in the road, they saw two men who were clad in pale blue, bulky quilted coveralls. In the aftermath of the event, both women suffered a burning, aching pain in their chests and arms, and "even their bones" seemed to hurt. Source: Patti Morris, APRO Bulletin, Vol. 24 No. 6 (Dec 1975).

Object Emits Three Discs, Responds to Light Signals

August, 1972—Minnesota, United States. A family of six was returning from their vacation in the US at night when they observed a UFO, which zoomed straight toward them. They used a flashlight and flashed four times—short flashes—and immediately the object flashed back four times. Three smaller discs were seen leaving the large disc. Source: APRO Bulletin, Vol. 25 No. 2 (Aug 1976). This interesting encounter indicates that some motherships are large disk

craft that can hold three smaller discs, apparently Vril craft. Perhaps this is a Vril 7 craft.

Two Hunters Witness Brilliant Disk Passing over Vienna Woods

August 3, 1972—Agsbach Valley, Austria. Reinhold Hering, a head forester in his thirties and sportswoman Erika Graef were hunting in Agsbach Valley when they saw a bright UFO appear from behind a pine tree. Mrs. Graef said, “With the naked eye you could clearly see the disk which gave off a brilliant light.” The strange object was in sight for 10-15 seconds and was estimated to be 180 feet in diameter. Source: UFOEvidence.org.

Flying Saucer over Lebanon Seen by Several Family Members

August 4, 1972—Baakline, Lebanon. Mr. Walter Hamady, a professor of art, was one of several witnesses to the presence of a UFO over Baakline, Shuf Province, Lebanon. At about dusk Mr. Hamady, his wife Mary and Mr. Hamady’s aunt pulled into the driveway of the house, and Hamady’s cousins were very excited, exclaiming they had just seen a “flying saucer.” The small company made their way onto the terrace and saw a bright red light moving “straight off into space.” Source: APRO, Jan/Feb 1973.

The Isla De Lobos Case in Uruguay

October 28, 1972—Isla de Lobos, Uruguay. The witness, Corporal Juan Fuentes, saw a landed disk with three occupants at close range for about one minute. “…the first thing I thought was to go to my bedroom and take a pistol, a 32 caliber, and I went on through the way that goes to the lighthouse approaching it, and as I approached a door was opened and three individuals emerged from it…” He attempted to shoot at the occupants but suddenly felt paralyzed. The occupants entered the craft, and the craft rose up and flew away at high speed. Source: Dr. Willy Smith (UNICAT Project)/ C.I.O.V.I.

Large Disk with Light Beam Follows Car near Nowra, Australia

January, 1973—Nowra, Australia. Elizabeth C. was driving along the South Coast of NSW with four other people, when the group encountered a UFO which began to travel alongside the car. The object was large, disc-shaped, and there appeared to be a distinct ‘searchlight’ beam effect that rotated around its bottom. At least one of the witnesses was certain that figures could be seen in the

windows of the object. After following the car for 24 km, the object seemed to suddenly relocate and headed out to sea. Source: Bill Chalker, Australian UFO Research.

Family Observes Glowing, Flying Saucer with Light Beam

June 25, 1973—Dundurrabin, Australia. On about 25 June, members of the Dorrington family observed a large, disc-shaped UFO for about 15 minutes between 6.30 and 7.00 p.m. The whole of the object was surrounded by a green glow. There appeared to be a rotating, brilliant red light around the middle of the object. A V-shaped green 'solid' beam seemed to oscillate up and down. This sighting occurred during a flap in the area of two small timber towns, Tyringham and Dundurrabin near Coffs Harbor, NSW. Source: UFOEvidence.org.

Disc-shaped Object with Dome Hovers over Radio Tower

July 7, 1973—Odessa, Texas, United States. A smooth stainless steel disk was seen 150 feet in the air directly above a radio tower by six witnesses including an electrician for the radio company. No windows were seen and it had a dome on top. Estimated to be about 100 feet in diameter, the disk caused static on radio transmissions while it was there. Source: UFOEvidence.org.

Coyne Helicopter Incident

October 18, 1973—Mansfield, Ohio, United States. The Coyne case (or "Army helicopter incident") stands out as perhaps the most credible (in the "high strangeness" category) of the 1973 wave. An Army Reserve helicopter crew of four men encountered a gray, metallic-looking, cigar-shaped object, with unusual lights and maneuvers, as they were airborne between Columbus and Cleveland, Ohio. Source: UFOEvidence.org.

Black Sphere Hovers near US Naval Comm. Station at North-West Cape, Australia

October 25, 1973—North-West Cape, Australia. According to official reports, at 7:30 p.m. Lieutenant Commander M., of the US Navy, observed "a large black, airborne object" in the airspace over the important US intelligence base at North-West Cape in Western Australia. US Navy Fire Captain L. had also seen the object. The object was about 10 meters in diameter and was about 300 meters above the ground. It was completely stationary except for a halo

around its center, which appeared to be either revolving or pulsating. Source: UFOEvidence.org.

Egg-shaped UFO Seen from Mountain Lodge, Reacts to Firing of Signal Flare

December 10, 1973—Hochries Mountain, Germany. Mr. L., the proprietor of an alpine lodge on Hochries Mountain in Germany, along with the caretaker, noticed a red light on the top of the mountain. Mr. L. fired a red flare signal rocket in the direction of the unidentified object. Soon after, the object started to shine in a much brighter red color and rose up slowly in the air. It moved in the direction of the Hochries lodge, and the witnesses now recognized that the object was egg-shaped. Source: Illobrand von Ludwiger/MUFON-CES, (1998).

Close Encounter with Saucer at Quakers Hill, Australia

1974—Quakers Hill, Australia. “My sister and myself were driving… when the car suddenly shook violently then completely stopped, nothing worked, not even the radio… That’s when I observed this massive circular disk shaped object, it didn’t seem to be much higher than the power pole. It was surrounded completely by lights and had a dome in the middle on the top.” Source: UFO Research (NSW), Australia.

Huge Mothership and Three Smaller Craft Seen by Salesman in Spain

March 20, 1974—Castillo de las Guardas, Spain. A women’s purse salesman, Adrian Sanchez Sanchez, was making the rounds of his customers, when he encountered a cylindrical craft of gigantic proportions, which he calculated to be between 150 and 200 meters long. “I noticed how a large door opened in the tail end of the ship and how a formation of three smaller ships, in the shape of yo-yos, approximately 8 meters long, proceeded to enter the larger one; but the last one turned and came slowly towards me.” Source: Eileen Buckle, FSR Vol. 20 No. 3.

The Saucer Photo Taken at Varnamo, Sweden

March 21, 1974—Varnamo, Sweden. Christer Sundström, 15 years old, was lying in his bed, home from school with chickenpox. He was looking out the window of his room towards the neighbor’s house. All he could see was a dark grey sky. But then the impossible

happened. A dark object, which he at first thought was an eagle, started to circle above the roof of the neighbor's house. It disappeared into a cloud and then came back again. He went to the window and managed to get one good photo of the small saucer very much like a Vril craft. Source: UFO Sweden, Claus Svahn, 2000.

The Varnamo, Sweden photo.

UFOs "Escort" Mexican Aircraft

May 2, 1974— Carlos Antonio de los Santos Montiel, 23, was flying a Piper PA-24 from Zihuatenejo to Mexico City at about 15,000 feet (4.5 km). While passing over Lake Tequesquitengo, he felt a strange vibration in the plane. Then he saw to the right, pacing alongside a small disk with a dome on top, only three to four meters in diameter. Another appeared to the left of the plane, and a third disk approached head-on, dropping beneath the plane. Carlos felt a jolt as if the object had collided with his plane. He then noticed that the aircraft controls and landing gear were frozen. Although badly shaken, Carlos notified Mexico City by radio, describing what was happening. At the same time air control radar was showing unexplained objects near his plane that were capable of sharp turns, unlike normal aircraft. Finally their blips merged on the radar screen (close formation) and sped away toward Mount Popocatepetl, an

active volcano 70 km southeast of Mexico City. After the objects left, Montiel was able to lower his landing gear manually and to land safely. Source: APRO Bulletin, Vol. 24 No. 2 (Aug 1975).

UFO with Occupants Approaches and Hovers over Farm

June 14, 1974—Medellin, Spain. Santiago Pulido Romero, 46, was going to his father's farm when he saw an object flying at low level. It was "round on the bottom and with a sort of coneshaped tower on top." When he switched his car lights on, the object came towards him at very high speed, only to move away when he turned out the lights. Inside the craft, Santiago could see three tall men, "who seemed to be holding on to some sort of control levers" and wearing helmets. Source: Eileen Buckle, FSR Vol. 20 No. 3.

The 1974 Balcarce, Argentina photo.

Photograph of Flying Saucer near Car in Argentina

July 19, 1974—Balcarce, Argentina. Antonio Le Pere snapped two photographs through the window of his car as he was proceeding along route 226 near Balcarce. A disc-shaped metallooking flying object approached the automobile and kept pace with him from a position only a few hundred meters to his left. Le Pere took the pictures through the rolled down window on the driver's side of the car. Source: Wendelle Stevens.

John Lennon UFO Sighting

August 23, 1974—New York City, New York, United States. John Lennon had a UFO sighting which occurred when he was with his personal secretary, May Pang, in New York City. As May Pang recounts in her book, the "large, circular object [was] coming towards us. It was shaped like a flattened cone and on top was a large, brilliant red light… When it came a little closer, we could make out a

row or circle of white lights that ran around the entire rim of the craft." Source: May Pang's 1983 book, *Loving John*.

Couple Witness Disc-shaped Object

October 31, 1974—Surrey, British Columbia, Canada. "It was less than 100 yards away and about 200-300 feet up, and they could see through the red halo as the bright light 'had been swung away' from them. Like a large hamburger bun, the color of 'dirty brass' it had a base of about 25 feet, then an outer flange. The diameter of the body of the craft, they feel, was 30 feet. A belt of square-shaped windows circled the object." Source: Graham Conway, UFO-BC.

UFO with Two Occupants Hovers over Man's Car

1975—San Antonio, Texas, United States. A 48-year-old San Antonio sheet metal worker claims he was driving his pickup truck just south of San Antonio when he "was approached, spotlighted and, nearly buffeted off the road by an unidentified craft," investigators report. He claims he could see two occupants inside the UFO Source: *San Antonio Evening News* (San Antonio, TX), Feb. 20, 1978.

So here is a fascinating assembly of international UFO incidents that correspond to the claims made about the Andromeda mothership and the Haunebu and Vril craft. Some of the details from these incidents give us a little more information on the Andromeda craft and how it may have worked.

We have the claim that on March 20, 1974, salesman Adrian Sanchez Sanchez, was making the rounds of his customers in Spain when he encountered a cigar-shaped airship that he calculated to be between 150 to 200 meters long. The Andromeda craft was 139 meters according to the plans from the Ettl documents. Said Sanchez:

> I noticed how a large door opened in the tail end of the ship and how a formation of three smaller ships, in the shape of yo-yos, approximately 8 meters long, proceeded to enter the larger one; but the last one turned and came slowly towards me.

This sighting in broad daylight in a rural part of Spain, near Seville in southern Spain, indicates that the back part of the Andromeda opens up in a great door and the Vril-like craft are able to fly inside and dock. This operation in 1974 is particularly intriguing

because Spain, though neutral, was always a pro-Nazi country and many ex-Nazis lived in Spain after the war including Otto Skorzeny.

We have the single Vril craft hovering over a house in Varnamo, a very ordinary town in southern Sweden. What was it doing there? Was it there to pick someone up and take them somewhere else? This was probably the reason that this small craft was there. A Vril-1 craft was said to have only one pilot. It is possible that later versions were created to seat two people, as some sightings have indicated.

Also, it is interesting to note the frequent UFO sightings around the Mexican volcano Mount Popocatepetl, 70 kilometers southeast of Mexico City. This volcano is a major landmark and one of the highest glaciated mountains in Mexico so it would be natural that UFOs would head for it as a beacon for navigation. However, we have to ask the question as to whether this volcano has a UFO base inside it? It seems like an unlikely site for a UFO base, but it is certainly possible. During an eruption such a base would be useless and probably destroyed. However, it would still be generally useful and equipment could be set up set to detect any sudden volcanic activity.

Bell flight fourteen you now can land.
See you on Aldebaran, safe on the green desert sand.
It's so very lonely, you're two thousand light years from home.
—*2000 Light Years From Home*, Rolling Stones (1967)

The Ettl Photos and the Andromeda

Much has been written about German flying saucers since 1989, including the Haunebu and Vril, but the cigar-shaped motherships are a different story. Except from one set of plans and the few photos, not much is known about the Andromeda craft. It seems to be the most secret and elusive of all the secret projects of Nazi Germany. Certain things about the Andromeda craft can be surmised, so let us have as close a look as we can.

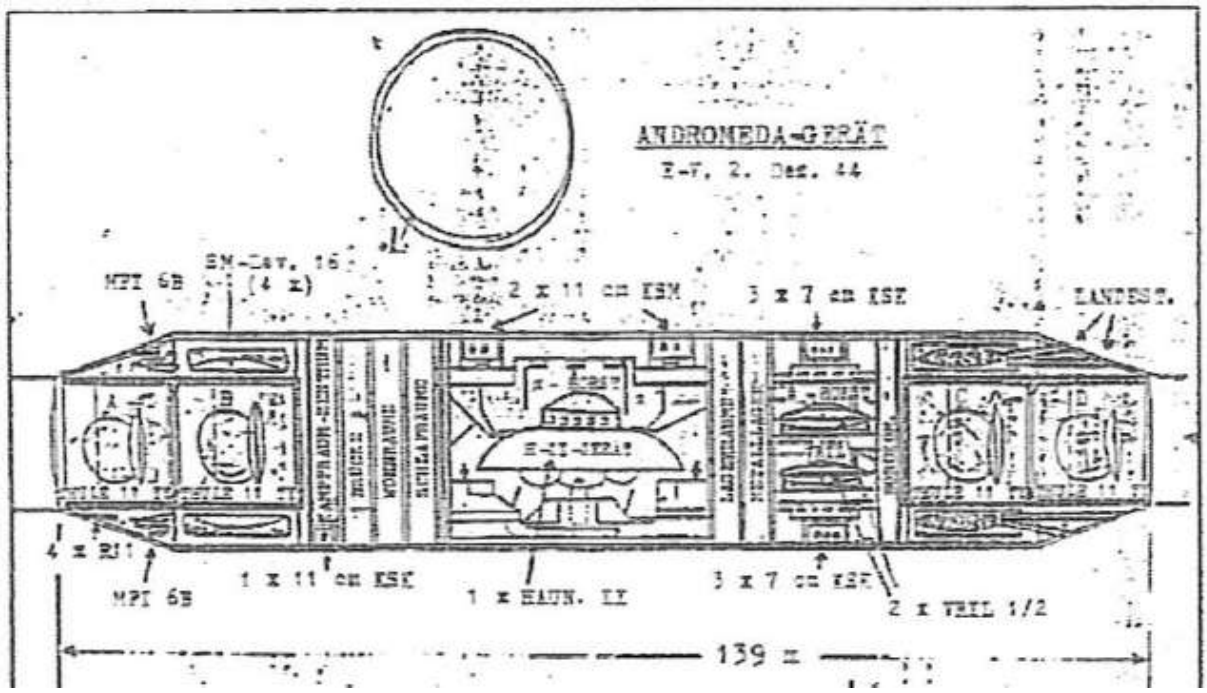
The Andromeda craft, called a device in the Vril material on the Internet, was said to be a 139-meter-long tubular craft that, according to plans released, had hangars for one Haunebu II, two Vril I's and two Vril II's. There seems to have been different sizes of Andromeda craft, as some photos of it seem to show a very long craft while other photos show a shorter cigar-shaped craft. Some

craft have had a flame coming out of the back, others not. The date on the plans is: 2 Dec 44.

We know that the crew of a Haunebu II was up to nine people, and that it could ultimately hold 20 people, but we do not know what the crew of the Andromeda craft would be. We might surmise by calculating in this way: On board would have been a crew of nine for the Haunebu II and another four crewmembers for the smaller Vril craft. The Haunebu III was said to have seated 32 people so the Andromeda craft would have had a crew—or seats— for at least that many. We might add a few more seats, concerning the large size of the craft, and with that we say that the Andromeda craft had seats for at least 40 people, and probably could seat 50 to 60 people.

We have been told about the Haunebu:

Haunebu II from 1943-44
Diameter 26.3 m
Drive: Thule tachyonator 7b (antigravitation eqpm.)
Steuerung/steering: mag-field-impulser
Velocity: 6000-21000km/h
Capacity: 55 hrs in air
Crew 9 people
Haunebu III from sometime in 45
Diameter 71 m
Drive: Thule tachyonator 7b and Schuman levitators (antigravitation eqpm.)
Steuerung/steering: mag-field-impulser
Velocity: 7000-40000km/h
Capacity: 8 weeks in air
Crew 32 people



One Vril website, quoting from *Das Vril-Projekt. Der Endkampf um die Erde*[22] by Norbert Jürgen Ratthofer and Ralf Ettl, gives us some interesting information on the weapons used to arm the Haunebu as well as some information on the Andromeda craft. The Haunebu I was also called the RFZ 5. It was twentyfive meters across and carried a crew of eight. At first it reached a speed of 4,800 km/h, later up to 17,000 km/h. It was equipped with two 6 cm KSK ("Kraftstrahlkanonen," power ray guns in revolving towers) and four machine guns or cannons.

They also say that in early 1943 the Andromeda craft was being built in the Zeppelin works; it was 139 meters in length and could transport several saucer-shaped craft in its body for flights of long duration.

Ratthofer was the one who put a mystical spin on the documents that Ettl had received and interpreted much of the information from the Vril Society mystics and mediums being involved in the design and production of the craft. Many researchers see this as doubtful. Ratthofer apparently got hold of some documents that claimed the Vril Society mediums were attempting to contact exraterrestrials on the planet Aldebaran.

Aldebaran is one of the easiest stars in the night sky to see. It is the brightest star in the constellation Taurus and is known as the

“Eye of Taurus.” The name Aldebaran is Arabic, which means “The Follower.” This is because it appears to follow the Hyades star cluster that forms the head of the bull. Aldebaran is classified as a giant star and measured to be about 65 light-years from our sun. Aldebaran is believed to host, in it solar system, a planet several times the mass of Jupiter, named Aldebaran b. This large planet may have habitable moons.

Ratthofer says in *Das Vril-Projekt. Der Endkampf um die Erde* that Vril Society mediums had contacted extraterrestrials on a planet around the sun Aldebaran and would construct a craft to take them to that solar system by interdimensional means:

> By Christmas 1943 an important meeting of the Vril-Gesellschaft took place at the seaside resort of Kolberg. The two mediums Maria Orsic and Sigrun attended. The main item on the agenda was the Aldebaran Project. The mediums had received precise information about the habitable planets around the sun Aldebaran and one began to plan a trip there. At a January 22, 1944 meeting between Hitler, Himmler, Kunkel (of the Vril Society) and Dr. Schumann this project was discussed. It was planned to send the VRIL 7 large-capacity craft through a dimension channel independent of the speed of light to Aldebaran.
>
> A first test flight in the dimension channel took place in the winter of 1944. It barely missed disaster, for photographs show the Vril 7 after the flight looking “as if it had been flying for a hundred years.” The outer skin was looking aged and was damaged in several places.
>
> On February 14, 1944, the supersonic helicopter— constructed by Schriever and Habermohl under the V 7 project—that was equipped with twelve turbo-units BMW 028 was flown by the test pilot Joachim Roehlike at Peenemunde. The vertical rate of ascent was 800 meters per minute, it reached a height of 24,200 meters and in horizontal flight a speed of 2,200 km/h. It could also be driven with unconventional energy. But the helicopter never saw action since Peenemunde was bombed in 1944 and the subsequent move to Prague didn’t work out either, because the Americans and the Russians occupied Prague before the flying machines were ready again.

In the secret archives of the SS the British and the Americans discovered during the occupation of Germany at the beginning of 1945—photographs of the Haunebu II and the Vril I crafts as well as of the Andromeda device. Due to President Truman's decision in March 1946 the war fleet command of the US gave permission to collect material of the German high technology experiments.

Under the operation Paperclip German scientists who had worked in secret were brought to the US privately, among them Viktor Schauberger and Wernher von Braun.

This same Vril website, quoting from *Das Vril-Projekt. Der Endkampf um die Erde*[22] continues to speak on the Vril and Haunebu craft and then suggests that a Vril-7 large capacity craft somehow attempted to reach the Aldebaran system just before the end of the war in the spring of 1945. Says the site:

A short summary of the developments that were meant to be produced in series:

The first project was led by Prof. Dr. mg. W. 0. Schumann of the Technical University Munich. Under his guidance seventeen disc-shaped flying machines with a diameter of 11.5 m were built, the so-called VRIL-1-Jager (Vril-1 fighters) that made 84 test flights. At least one VRIL-7 and one VRIL-7 large capacity craft apparently started from Brandenburg—after the whole test area had been blown up—towards Aldebaran with some of the Vril scientists and Vril lodge members.

The second project was run by the SS-W development group. Until the beginning of 1945 they had three different sizes of bell-shaped space gyros built: The Haunebu I, 25m diameter, two machines built that made 52 test flights (speed ca. 4,800 km/h). The Haunebu II, 32m diameter, seven machines built that made 106 test flights (speed ca. 6,000 km/h). The Haunebu II was already planned for series production. Tenders were asked from the Dornier and Junkers aircraft manufacturers, and at the end of March 1945 the decision was made in favor of Dornier. The official name for the heavy craft was to be Do-Stra (DOrnier STRAtospehric craft). The Haunebu III, 71 m diameter, only one machine built that made at least 19 test flights (speed ca. 7,000 km/h).

There are documents showing that the VRIL 7 large capacity craft was used for secret, still earth-bound,

missions after it was finished and test flown by the end of 1944:

1. A landing at the Mondsee in the Salzkammergut in Austria, with dives to test the pressure resistance of the hull.

2. Probably in March and April 1945 the VRIL 7 was stationed in the “Alpenfestung” (Alpine Fortress) for security and strategic reasons, from whence it flew to Spain to get important personalities who had fled there safely to South America and “Neuschwabenland” to the secret German bases erected there during the war.

From this fascinating list of craft and their statistics, and information coming from the 1989 document dump in Britain that included all of the diagrams that we are seeing, we can gather that at the end of the war there were:

17 VRIL-1-Jager (Vril-1 fighters, seated crew of one)

2 (or more) VRIL-7 (Seated crew of 9 plus more?) There was also a large capacity Vril-7 that held more people.

2 Haunebu I

7 Haunebu II (The Haunebu II seated 9 crew, could hold up to 20)

1 Haunebu III (The Haunebu III seated 32 people, more may have been built after the war)

1 or 2 Andromeda Craft (capacity 50 to 60, even more? Three craft were seen together in Finland in 1966 and one or two may have been built after the war)

A Suicide Mission to Mars?

One of the strange things that Ratthofer and Ettl say in *Das Vril-Projekt. Der Endkampf um die Erde,*[22] is that there was to be a suicide mission to Mars as well as a Vril 7 flight to Aldebaran. As we quoted in the previous chapter:

In the mid 1930s the SS E-IV (Entwicklungssteffe 4), which belonged to the SS “Order of the Black Sun,” was encouraged to develop alternative energies to make Germany independent of oil and other types of fuel for war production.

By 1939 this outfit, with the involvement of the Thule Gesellschaft, developed a ground-breaking electromagnetic engine, based on Hans Coler’s concept of a free energy machine.

This theory was then adapted into an energy converter to create rotating electro-magnetic fields that influenced gravity and decreased mass. It received the “Thule Triebwerk” designation and was to be mounted into a Thule designed platform.

After searching for a remote area to conduct testing, the Thule Gesellschaft settled on a remote location called Hauneburg in Northwest Germany. It was here that further testing was conducted and the Thule disk was given the name “H-Gerat” (Hauneburg Device). Because of the ongoing war and security measurements, the name was abbreviated to Haunebu.

Two Haunebu I prototypes were constructed that had a diameter of 25 meters and could reach speeds up to 4,800 km/h at low altitude. Further testing and enhancements were made that enabled the machine to fly at speeds of 17,000 km/h! To endure these speeds a special armor called Victalen was generated by a team of SS metallurgists. Several tests with all kinds of conventional and laser type armament (KraftStrahlKanone) took place.

As early as 1942, an enlarged fighter version of the prototypes, Haunebu II, was built with a diameter of 26 meters and a crew of 9. This craft could reach supersonic speeds between 6,000 and 21,000 km/h!

By 1944, an enhanced and final war model, the Haunebu II Do-Sta (Dornier Stratospharen Flugzeug) was tested. These machines were several stories tall and were destined for space flights. It was armed with two 110mm canon mounted in the rotating top of the main turret/cabin. Eight smaller 80mm canon were incorporated in four balllike turrets underneath the main disc.

Later on, giant machines like the Haunebu III and the Haunebu IV, with diameters of 72 and 120 meters, were in the developmental stage to be used for intergalactic flights and a suicide mission to Mars. However these claims are completely unfounded.

At the end of WW2, when Allied Forces moved into occupied countries and eventually Germany, no evidence of these flying discs could be found other than documents relating to their existence. However, after further investigation by Allied

> Governments and the interrogation of former Thule Gesellschaft and Vril Society members, new information was revealed. This new information convinced some of the interrogators that perhaps the Germans had actually created a type of craft with a special propulsion system that was capable of inter-planetary travel, while other of these crafts were disassembled and shipped off to unknown locations by U-boats.

It would seem that the dream of a suicide mission to Mars in a Haunebu III or IV would be largely fantasy but it seems like such a journey might be possible. Why would there even be a suicide mission to Mars? A desperate effort to reach the extraterrestrials that the Vril Society mediums were trying to contact?

One wonders what role the Andromeda craft would have in a trip to Mars if such a journey were possible. There has been much speculation as to whether these craft, the Haunebu, Vril or Andromeda, were capable of flying outside of the Earth's atmosphere. One has to wonder about the Haunebu IV. Was a model ever built after the war? What were the plans? This one is still a mystery.

Some have claimed that the Haunebu and Vril craft are not able to operate outside of the Earth's atmosphere and therefore a Haunebu or Vril craft could not make the journey to the Moon or to Mars. Others claim that these craft are capable of making journeys to the Moon and Mars. The *Iron Sky* movies have made much of these craft traveling to and from the Moon.

That a Vril-7 craft would make an interdimensional journey to Aldebaran seems pretty far-fetched. The Vril website says:

> At least one Vril-7 and one Vril-7 large capacity craft apparently started from Brandenburg—after the whole test area had been blown up—towards Aldebaran with some of the Vril scientists and Vril lodge members.

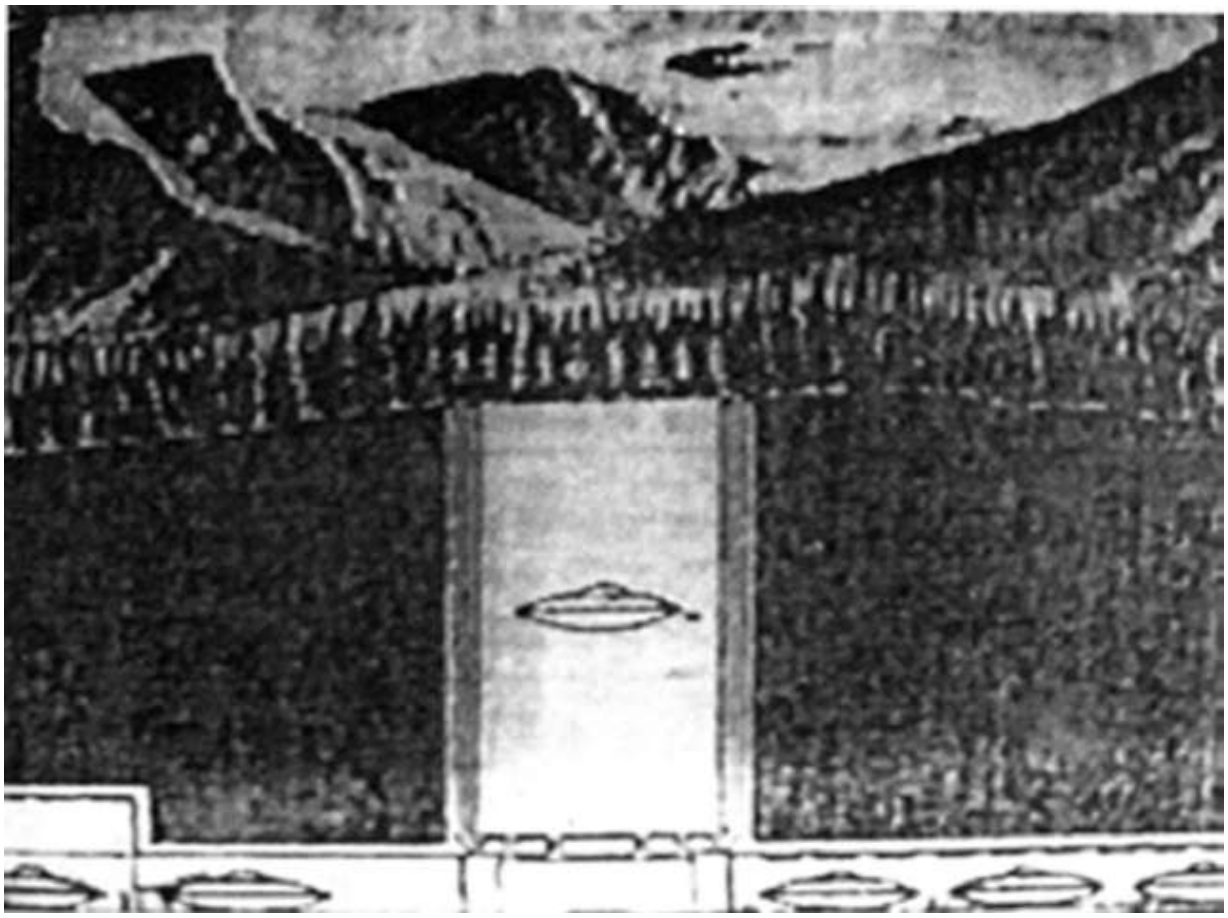
This seems highly unlikely and is possibly meant as disinformation. That two Vril-7 craft were made, including a largecapacity Vril-7 seems very possible. That these brand new craft would make a questionable journey to Aldabaran on the advice of a couple of psychics seems highly unlikely.

They were more likely to make the same journeys out of Germany as the other craft were making—including long-range aircraft and submarines. These craft, as Ratthofer and Ettl admit, were on their way to extraterritorial bases in Antarctica, South America, Greenland, Spain, Spanish Sahara, Canary Islands and even Tibet.

The Vril-1 Jager single pilot craft would have followed the larger craft with passengers and some were probably stored in the few Andromeda craft that they had. Also, it seems that two people could get into even the smallest Vril craft and witnesses have said they have seen this.

It is interesting to look at the December 1966 sighting in Finland by three Finnair airline crews who observed a formation of three cigar-shaped objects accompanied by 10 lighter and darker round objects. This incident involves three large Andromeda-type cigar-shaped craft seen at once. This obviously means that there were at least three of these craft in 1966. Was this the total amount of Andromeda craft that had been built, or were there more? Were they built during the war or afterward? Where were they built?

The Ettl/Ratthofer material says that one Andromeda craft was built during the war, but I think it probable that two were built. I suspect that the three craft seen together over Finland in 1966 were not the totality of these craft. It seems that there would be at least four and as many as six, possibly even more, considering that some smaller versions may have been made after the war, as we will see in the coming chapters. The SS were said to have a secret base in the Canadian Arctic that was inside of a granite cliff on the ocean that led to submarine pens and a huge cavern facility that could manufacture and repair flying saucers and other craft. Additional craft may have been built here or in Antarctica, or possibly somewhere in South America.



This illustration of a saucer launch tube first appeared in a 1966 *Look* magazine.

One wonders as well why the Haunebu or Vril craft would not be the choice of current governments in South America or elsewhere. Why buy jet fighters from America or Europe when you could buy an armed Haunebu from your ex-Nazi SS friends?

The answer here is that any country with a small air force would prefer a modern fighter jet to a Haunebu or Vril because of the missiles that they carry and the systems that control them. During WWII, the Korean War and the Vietnam War, air combat was largely between fighter planes in the sky, but in today's air combat world, planes never even get close to each other. They launch guided missiles from many kilometers away and the jet fighters never really even see each other. The Germans had pioneered this with their V-1 rockets.

There is no need for flying saucers as an attack vehicle as they were never intended to be launch vehicles for guided missiles.

Though they could be armed and have attacked military bases at close range, such as in Brazil and the US, they are mainly transportation vehicles used for scouting, transporting people, or delivering items such as gold, bank certificates, fake passports and other documents in the postwar environment of the 1940s and 50s.

There are many more stories to be told here including those that happened during the Korean War. And the early CIA and a group called MJ-12 would be part of the early machinations with the defeated Reich and its offspring. Let us now look at that.

Chapter 3
MJ-12, UFOs and the Korean War

The wheel is turning and you can't slow down,
You can't let go and you can't hold on,
You can't go back and you can't stand still,
If the thunder don't get you then the lightning will.
—*The Wheel*, Grateful Dead

One of the many things that came out of WWII was the creation of the CIA and the creation of a secret group called MJ-12. This group was supposedly to monitor UFO activity. Was it because of the German disks that were being seeing around the world?

1947: The Creation of Majestic-12

MJ-12 was a group of twelve men who were operating a committee to investigate "alien spacecraft" per an executive order from President Truman on September 24, 1947. This secret committee of scientists, military leaders, and government officials was to be called by a code name: Majestic-12 (or MJ-12).

During the early 1980s, several books were published concerning a cover-up of the Roswell UFO incident of July 1947; the authors speculated some secretive upper tier of the United States government or military was responsible. Then, in 1984 UFO researcher Jaime Shandera received an envelope containing film that, when developed, showed images of eight pages of documents that appeared to be briefing papers describing "Operation Majestic-12." The documents purported to reveal a secret committee of 12 scientists and military officers that existed in 1947. This committee was to look into how the recovered alien technology could be exploited, and how the US should engage with extraterrestrial life in the future.

Shandera, with his colleagues Bill Moore and Stanton T. Friedman, said they later received a series of anonymous messages that led them to find another document that has been called the "Cutler/Twining memo." This memo purports to be written by President Eisenhower's assistant Robert Cutler to General Nathan F. Twining. It adds authenticity to the MJ-12 documents because it contains a reference to Majestic-12. The memo is dated July 14,

1954 and refers to the scheduling of an MJ-12 briefing. General Twining is MJ-4, according to page two of the documents. The government says that the documents are all fakes.

The following individuals were described in the documents as "designated members" of Majestic-12 in this order:

Roscoe H. Hillenkoetter (MJ-1)
Vannevar Bush (MJ-2)
James Forrestal (MJ-3)
Nathan F. Twining (MJ-4)
Hoyt Vandenberg (MJ-5)
Detlev Bronk (MJ-6)
Jerome Clarke Hunsaker (MJ-7)
Gordon Gray (MJ-8)
Donald H. Menzel (MJ-9)
Sidney Souers (MJ-10)
Robert M. Montague (MJ-11)
Lloyd Berkner (MJ-12)

The document then noted that General Walter B. Smith replaced James Forrestal on August 1, 1950 because of Forrestal's mysterious death that we will now discuss.

The Death of James Forrestal

Forrestal was the last Cabinet-level United States Secretary of the Navy and the first United States Secretary of Defense. He was nominated to be Undersecretary of the Navy by President Franklin D. Roosevelt in 1940, and he led the national effort for industrial mobilization for the war effort during World War II. He was named Secretary of the Navy in May 1944, and was the first Secretary of the newly created Defense Department in 1947 by Roosevelt's successor Harry S. Truman. Forrestal signed the order for Operation Highjump and the invasion of Antarctica. Forrestal was also supposedly a member of the Top Secret government control group known as MJ-12. He died under mysterious circumstances in 1949.

Forrestal was a big supporter of naval battle groups that were centered around aircraft carriers. As Secretary of Defense, it is said that he was often at odds with President Truman over national policy. As the Defense Department drew down after the war Forrestal

fought for all the money he could get to keep the American Army from shrinking.

In 1948 Tomas Dewey was widely expected to win the Presidential election, and it was later revealed that Forrestal had met and negotiated for a cabinet position with Dewey, who was Truman's opponent. But Truman won the election and Forrestal was forced to resign as Secretary of Defense by the president in 1949. Shortly after his resignation he underwent medical care for depression, and died after falling from a sixteenth floor window of the hospital where he was being treated.

Forrestal was born in Matteawan, New York, the son of Irish immigrants. His mother raised him as a devout Roman Catholic. He was an amateur boxer. After graduating from high school at the age of 16, in 1908, he spent the next three years working for a trio of newspapers: the *Matteawan Evening Journal,* the *Mount Vernon Argus* and the *Poughkeepsie News Press*.

Forrestal entered Dartmouth College in 1911, but transferred to Princeton University in his sophomore year. He served as an editor for *The Daily Princetonian*. In 1926 Forrestal married Josephine Stovall a *Vogue* writer.

Forrestal went to work as a bond salesman in 1916. When the United States entered World War I, he enlisted in the Navy and eventually became a Naval Aviator, training with the Royal Flying Corps in Canada. During the final year of the war, Forrestal spent much of his time in Washington, DC, at the office of Naval Operations while completing his flight training, and eventually reached the rank of Lieutenant.

After the war, Forrestal returned to working in finance and made his fortune on Wall Street. He also acted as a publicist for the Democratic Party committee in Dutchess County, New York helping politicians from the area win elections at both the state and national levels. One of those individuals aided by Forrestal's political work was a neighbor and fellow Democrat, Franklin D. Roosevelt.

When Franklin D. Roosevelt became president he appointed Forrestal as a special administrative assistant on June 22, 1940. Six weeks later, he nominated him for the newly established position, Undersecretary of the Navy. In his nearly four years as

undersecretary, Forrestal proved highly effective at mobilizing domestic industrial production for the war effort.

In September of 1942, in order to get a grasp on the reports for materiel being asked for by the Pacific fleet, he made a tour of naval operations in the Southwest Pacific and made a stop at Pearl Harbor. He became Secretary of the Navy on May 19, 1944, after his immediate superior Secretary Frank Knox died from a heart attack. Forrestal led the Navy through the closing year of the war and the painful early years of demobilization that followed. As Secretary, Forrestal introduced a policy of racial integration in the Navy.

Forrestal traveled to combat zones to see naval forces in action. He was present at the Battle of Kwajalein in 1944, and (as Secretary) witnessed the Battle of Iwo Jima in 1945. After five days of pitched battle, a detachment of Marines was sent to hoist the American flag on the 545-foot summit of Mount Suribachi on Iwo Jima. This was the first time in the war that the US flag had flown on Japanese soil. Forrestal, who had just landed on the beach, claimed the historic flag as a souvenir. A second, larger flag was run up in its place, and this second flag-raising was the moment captured by Associated Press photographer Joe Rosenthal in his famous photograph.

Forrestal, along with Secretary of War Henry Stimson and Undersecretary of State Joseph Grew, in the early months of 1945, strongly advocated a softer policy toward Japan that would permit a negotiated armistice, a ‘face-saving’ surrender. Forrestal’s primary concern was not the resurgence of a militarized Japan, but rather “the menace of Russian Communism and its attraction for decimated, destabilized societies in Europe and Asia.” Forrestal was for keeping the Soviet Union out of the war with Japan so the nation could not overly exert its influence in the area.

Forrestal’s counsel on Japan was finally followed, but not until atomic bombs had been dropped on Hiroshima and Nagasaki. The day after the Nagasaki attack, the Japanese sent out a radio transmission saying that they were ready to accept the terms of the Allies’ Potsdam Declaration, “with the understanding that said declaration does not comprise any demand which prejudices the prerogatives of His Majesty as a sovereign ruler.”

The US had insisted on “unconditional surrender” up to this time, retaining the sticking point that had held up the war’s conclusion for months. Strong voices within the administration, including Secretary of State James Byrnes, counseled fighting on. Forrestal came up with a shrewd and simple solution: Accept the offer and declare that it accomplishes what the Potsdam Declaration demanded. Say that the Emperor and the Japanese government will rule subject to the orders of the Supreme Commander for the Allied Powers. This would imply recognition of the Emperor while tending to neutralize American public passions against the Emperor. Truman liked this. It would be close enough to “unconditional.”

Strongly anti-Soviet and anti-Communist, after the war, Forrestal urged President Truman to take a hard line with the Soviets over Poland. He also strongly influenced the new Wisconsin Senator, Joseph McCarthy. Upon McCarthy’s arrival in Washington in December of 1946, Forrestal invited him to lunch and shared with him his concerns about Communist infiltration of the US, including the government.

In early 1946 Forrestal authorized the invasion of Antarctica, and Operation Highjump came into effect. Discussed at length in my book *Antarctica and the Secret Space Program*, Operation Highjump was a United States Navy operation organized by Rear Admiral Richard E. Byrd Jr., and led by Rear Admiral Richard H. Cruzen. Operation Highjump commenced on August 26, 1946 and ended in late February of 1947. “Task Force 68” included 4,700 men, 13 ships, and 33 aircraft. Operation Highjump’s primary mission was said to be the establishment of the Antarctic research base Little America IV, but stories persist that Operation Highjump was a military invasion of Antarctica that has never been fully explained. This operation was apparently an attempt to subdue the German U-boat base in Neuschwabenland that continued to operate after the war.

At the time MJ-12 was being formed—1947—President Harry S. Truman appointed Forrestal the first United States Secretary of Defense. During this time Forrestal continued to advocate for complete racial integration of the military services, a policy that was eventually implemented in 1949.

During private cabinet meetings with President Truman in 1946 and 1947, Forrestal had argued against the partition of Palestine to create the new nation of Israel on the grounds it would infuriate Arab countries who supplied oil needed for the US economy and national defense. Instead, Forrestal favored a federalization plan for Palestine.

Because of his inaction, President Truman began receiving threats to cut off campaign contributions from wealthy donors, as well as hate mail, including a letter accusing him of “preferring fascist and Arab elements to the democracy-loving Jewish people of Palestine.”

Forrestal was appalled by the intensity and implied threats over the partition question, and he appealed to Truman in two separate cabinet meetings not to base his decision on partition on the basis of political pressure. Forrestal stated to J. Howard McGrath, a Senator from Rhode Island in 1947: “…no group in this country should be permitted to influence our policy to the point it could endanger our national security.”

Forrestal’s statement soon earned him the active enmity of some congressmen and supporters of Israel. Forrestal was also an early target of the muckraking columnist and broadcaster Drew Pearson, an opponent of foreign policies hostile to the Soviet Union, who began to regularly call for Forrestal’s removal after President Truman named him Secretary of Defense. Pearson, who was known for dirty tactics, once told his own protégé, Jack Anderson, that he believed Forrestal was “the most dangerous man in America” and claimed that if he was not removed from office, he would “cause another world war.”

James Forrestal.

With the wholesale demobilization of most of the US defense force structure, Forrestal resisted President Truman's efforts to substantially reduce defense appropriations. However, he was unable to prevent a steady reduction in defense spending, which resulted in major cuts in defense equipment stockpiles, as well as military readiness.

By 1948, President Harry Truman had approved military budgets billions of dollars below what all the services were requesting which put Forrestal in the middle of a fierce tug-of-war between the President and the Joint Chiefs of Staff. Forrestal continued to be increasingly worried about the Soviet Union as a threat to the United States.

His 18 months as Secretary of Defense had been a difficult time for the US military establishment: Communist governments came to power in Czechoslovakia and China; the Soviets had imposed a

blockade on West Berlin which prompted the US-Berlin Airlift to supply the city; on May 14, 1948 the State of Israel was declared and the Arab–Israeli War followed. Also, negotiations were going on for the formation of NATO.

In 1948 the Governor of New York, Thomas E. Dewey, was expected to win the presidential election. Forrestal had a private meeting with Dewey and it was agreed he would continue as Secretary of Defense under a Dewey administration. Then, just weeks before the election, Forrestal's nemesis, the radio personality and journalist Drew Pearson, published an exposé of the meetings between Dewey and Forrestal.

Truman was angered by Forrestal's maneuvering behind his back and his resistance to the military draw down that Truman had been ordering. The President abruptly asked the Secretary of Defense to step down. By March 31, 1949, Forrestal was replaced by Louis A. Johnson who was a firm supporter of Truman's policies. Around this time, Forrestal had a nervous breakdown and believed that he was being followed and that his phone calls were being monitored.

On the day of Forrestal's resignation from office, March 28, he was reported to have gone into a strange daze and was flown on a Navy airplane to the estate of Undersecretary of State Robert A. Lovett in Hobe Sound, Florida, where Forrestal's wife, Josephine, was vacationing. Dr. William C. Menninger of the Menninger Clinic in Kansas was consulted about Forrestal's strange condition and he diagnosed "severe depression" of the type "seen in operational fatigue during the war."

It was suggested that Forrestal should go to the Menninger Clinic in Kansas, but Forrestal's wife, along with friend Ferdinand Eberstadt and Navy psychiatrist Captain Dr. George N. Raines, decided to send the former Secretary of Defense to the National Naval Medical Center (NNMC) in Bethesda, Maryland.

Forrestal was checked into NNMC five days later. The decision to house him on the 16th floor instead of the first floor was justified because of a need to keep Forrestal's mental health a secret. Forrestal's condition was officially announced as "nervous and physical exhaustion"; his lead doctor, Captain Raines, diagnosed his condition as "depression" or "reactive depression."

Captain Raines reportedly gave Forrestal the following drugs:

1st week: narcosis with sodium amytal.

2nd–5th weeks: a regimen of insulin sub-shock combined with psycho-therapeutic interviews. According to Dr. Raines, the patient overreacted to the insulin much as he had to the amytal and this would occasionally throw him into a confused state with a great deal of agitation and confusion.

4th week: insulin administered only in stimulating doses; 10 units of insulin four times a day, morning, noon, afternoon and evening.

According to Dr. Raines, “We considered electroshock but thought it better to postpone it for another 90 days. In reactive depression if electroshock is used early and the patient is returned to the same situation from which he came there is grave danger of suicide in the immediate period after they return… so strangely enough we left out electroshock to avoid what actually happened anyhow.”

What was happening to Forrestal? His life was falling apart. He was fired from his extremely important job. He had delusions and acted in a daze. He thought people were following him and listening to his phone calls. Was he being drugged? Were people actually following him and listening to his phone calls? Had he just lost his marbles, as they say? All of these are possible. One other thing to consider—was Forrestal (MJ-3) still part of the secret group designated MJ-12? It would seem so.

MJ-3 at the National Naval Medical Center

Since entering the NNMC Forrestal gained 12 pounds and seemed to be on the road to recovery. However, in the early morning hours of May 22, 1949, his body, clad only in the bottom half of a pair of pajamas, was found on a third-floor roof below the sixteenth-floor kitchen across the hall from his room.

The official Navy review board, which completed hearings on May 31, waited until October 11, 1949 to release only a brief summary of its findings. The announcement, as reported on page 15 of the October 12 *New York Times*, stated only that Forrestal had died from his fall from the window. It did not say what might have caused the fall, nor did it make any mention of a bathrobe sash cord that had been reported by the coroner as being tied around his neck.

A guard had been assigned to watch Forrestal at all times, sitting in the room with the man who held some of the most important secrets in the government. They were on the sixteenth floor of NNMC in a room where the windows had been altered so that they could not open. The main guard assigned to Forrestal was US Navy corpsman Edward Prise. Prise and Forrestal had become good friends and Forrestal even said shortly before his death that he wanted Prise to be his driver when he was eventually released from the hospital.

THREE CENTS NEW YORK CITY

FORRESTAL KILLED IN 13-STORY LEAP; U. S. MOURNING SET

James Forrestal

NATION IS SHOCKED

He Was a War Casualty as if He Died at Front, President Declares

COPIED A POEM ON DEATH

Had Seemed to Be Improving in the Naval Hospital— Admiral Orders Inquiry

By WALTER H. WAGGONER
Special to The New York Times.

WASHINGTON, May 22—James Forrestal, former Secretary of Defense, jumped thirteen stories to his death early this morning from the sixteenth floor of the National Naval Medical Center.

Suicide had apparently been his

On the night of Forrestal's death, Prise had been sitting in the room until it became fairly late and Prise's shift ultimately ended. Forrestal told Prise that he didn't need a sleeping pill for that night and was going to stay up and read for a while. Prise was replaced by another Navy corpsman named Robert Wayne Harrison Jr. At some point in his shift Harrison left the room to take his five-minute break. When he returned to the room Harrison said that he was shocked to find Forrestal gone. Racing to find him, Harrison noticed that the

cord from Forrestal's robe was tied to a radiator near the open window of the small kitchen across the hall. Looking down from the window he could see Forrestal's dead body 13 floors below him. Had Forrestal tried to hang himself with the cord from his robe as he climbed out of the window—but instead fell to his death—or had he been pushed?

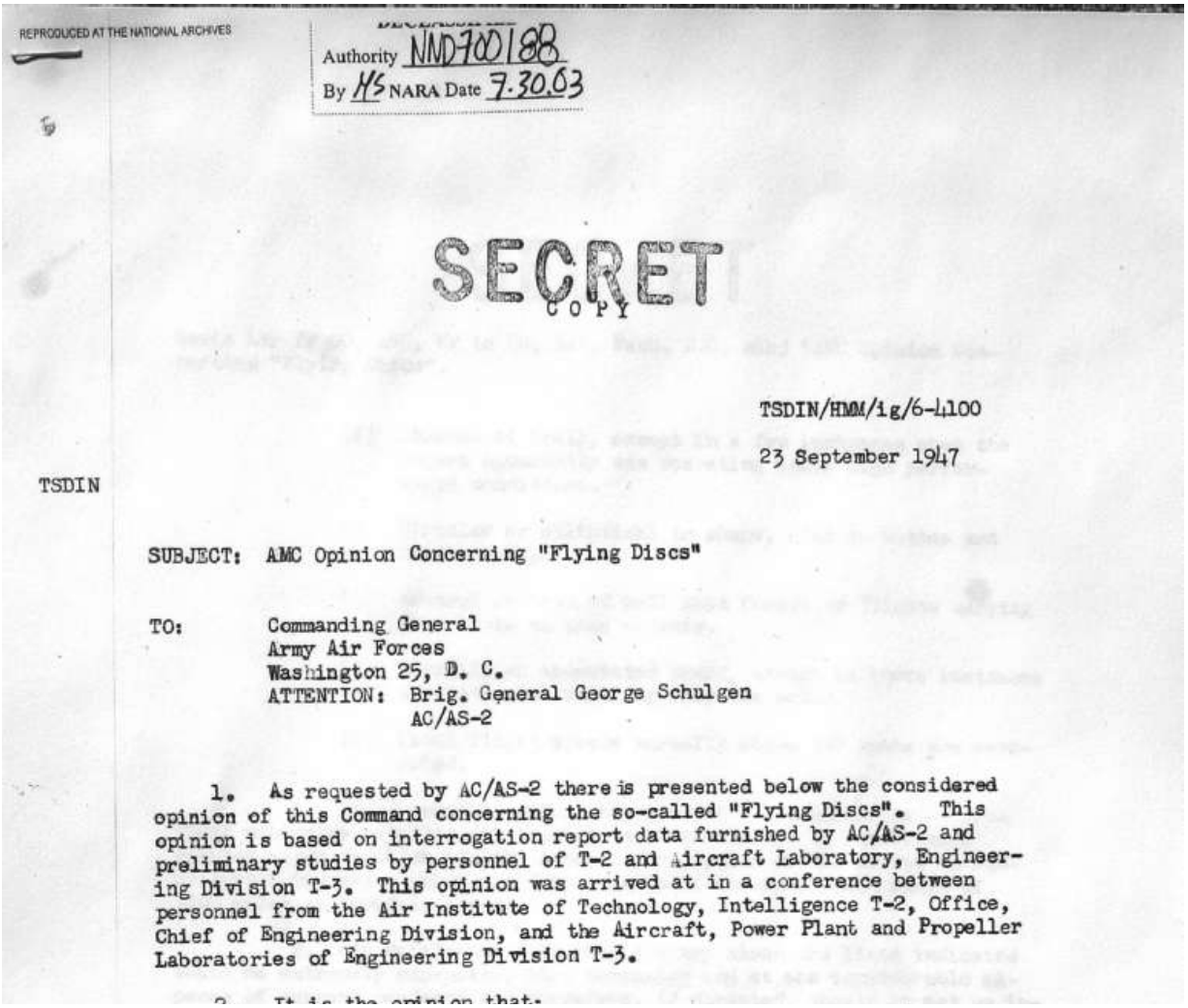
Why had Harrison been able to leave his post, apparently against orders that Forrestal was not to be left alone? Forrestal was due to be released soon said his brother Henry Forrestal shortly afterwards. Henry Forrestal also believed that his brother had been murdered, probably by the Navy.

Incredibly, a full report was not released by the Department of the Navy until April 2004 in response to a Freedom of Information Act request by researcher David Martin. The report said:

> After full and mature deliberation, the board finds as follows:
>
> FINDING OF FACTS
>
> That the body found on the ledge outside of room three eighty-four of building one of the National Naval Medical Center at one-fifty a.m. and pronounced dead at one fifty-five a.m., Sunday, May 22, 1949, was identified as that of the late James V. Forrestal, a patient on the Neuropsychiatric Service of the U. S. Naval Hospital, National Naval Medical Center, Bethesda, Maryland.
>
> That the late James V. Forrestal died on or about May 22, 1949, at the National Naval Medical Center, Bethesda, Maryland, as a result of injuries, multiple, extreme, received incident to a fall from a high point in the tower, building one, National Naval Medical Center, Bethesda, Maryland.
>
> That the behavior of the deceased during the period of his stay in the hospital preceding his death was indicative of a mental depression.
>
> That the treatment and precautions in the conduct of the case were in agreement with accepted psychiatric practice and commensurate with the evident status of the patient at all times.
>
> That the death was not caused in any manner by the intent, fault, negligence or inefficiency of any person or persons in the naval service or connected therewith.

With this last statement the US Navy is essentially saying that it investigated itself and found that it was not to blame. Naval Intelligence and other naval groups were not somehow involved. Unfortunately it is difficult to take this statement at face value. One of the difficulties with intelligence services is that it is hard to get accurate statements from them in general, let alone when they undertake investigations in which they themselves are the accused perpetrators.

According to Nick Redfern in his book *Assassinations*,[5] only a few days before Forrestal was sent to Florida and eventually to the hospital, he was visited by his friend Ferdinand Eberstadt. When Eberstadt called to say he wanted to stop by, Forrestal said in a strange voice, “For your own sake, I advise you not to.” Eberstadt was a lawyer and a banker who said he was stunned to find all of the curtains shut at Forrestal’s home.



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TSDIN/HMM/ig/6-4100

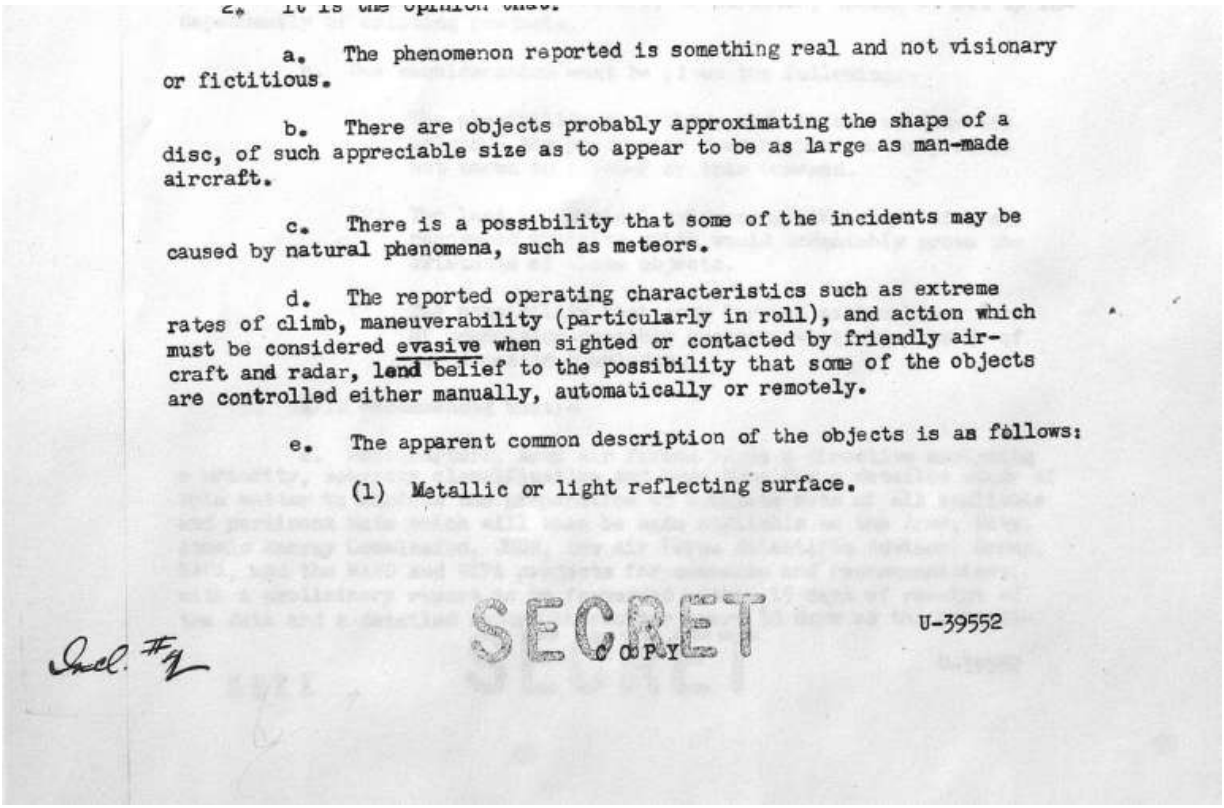
23 September 1947

TSDIN

SUBJECT: AMC Opinion Concerning "Flying Discs"

TO: Commanding General
Army Air Forces
Washington 25, D. C.
ATTENTION: Brig. General George Schulgen
AC/AS-2

1. As requested by AC/AS-2 there is presented below the considered opinion of this Command concerning the so-called "Flying Discs". This opinion is based on interrogation report data furnished by AC/AS-2 and preliminary studies by personnel of T-2 and Aircraft Laboratory, Engineering Division T-3. This opinion was arrived at in a conference between personnel from the Air Institute of Technology, Intelligence T-2, Office, Chief of Engineering Division, and the Aircraft, Power Plant and Propeller Laboratories of Engineering Division T-3.



2. It is the opinion that:

a. The phenomenon reported is something real and not visionary or fictitious.

b. There are objects probably approximating the shape of a disc, of such appreciable size as to appear to be as large as man-made aircraft.

c. There is a possibility that some of the incidents may be caused by natural phenomena, such as meteors.

d. The reported operating characteristics such as extreme rates of climb, maneuverability (particularly in roll), and action which must be considered evasive when sighted or contacted by friendly aircraft and radar, lend belief to the possibility that some of the objects are controlled either manually, automatically or remotely.

e. The apparent common description of the objects is as follows:

(1) Metallic or light reflecting surface.

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U-39552

A September 23, 1947 document within Air Force Command that flying saucers are real.

In hushed tones Forrestal told him that there were listening devices all over the house. He also said that his life was in danger and that sinister forces were watching his every move. Forrestal then opened one of the blinds and pointed to two men who were standing on a street corner and assured Eberstadt that they were part of the plot and were watching him.

Just then the doorbell rang which threw Forrestal into a panic. A staff member in the house answered the door and spoke with the person there. The staff member then came into the room and told Forrestal that the visitor wanted to speak with him as he was trying to gather support to become the postmaster in his hometown. Could he come in and speak with Forrestal, who might have some advice for him? Forrestal refused to speak with the man and then Eberstadt said that the two watched through an open blind as the man walked directly to the two men on the corner and began speaking with them. This was more evidence of a conspiracy against him, he told Eberstadt grimly.

Eberstadt was never able to figure out if it was just a coincidence that the man talked with the strangers on the corner or not. Perhaps Forrestal was being watched and harassed. Redfern, in his book, suggests that Forrestal was visited by one of the Men in Black who began cropping up around this time. Redfern also thinks that Forrestal was paranoid for good reason and ultimately silenced before he could be let out of the hospital. He was a man who knew too much.

In his 2019 book *The Assassination of James Forrestal*,[19] author David Martin maintains that Forrestal was murdered while at the NNMC. Throughout his book he says that Forrestal was murdered by pro-Israel activists that operated within the government and the US Navy. In light of Forrestal's well-known opposition to the partition of Palestine and the creation of Israel it is easy to see why this may have been a motive for Forrestal's "assassination."

However, his character had already been assassinated by the pro-Israel and pro-Soviet radio personalities Drew Pearson and Walter Winchell and he had been removed from power. Was the pro-Israel lobby, powerful as they were, able to have Forrestal harassed and then assassinated at a Navy hospital? It would seem that Forrestal may have been assassinated, but it is more likely because of his instability and his role in MJ-12 rather than his opposition to Israel.

What happened to James Forrestal? What did he know as a member of MJ-12? Did he know things about Operation Highjump and Antarctica that were too top secret to be discussed with other politicians—something that Forrestal was known to do? Forrestal reportedly saw himself as a "behind the scenes" sort of person, but his importance and stature may have been just too large for even him to control.

Once Forrestal was forced out by President Truman did he become a target for mind control and psychological harassment, perhaps with drugs or other methods? Once a person was part of such an insider group like MJ-12, was it really possible to go back to normal civilian life? I think probably not. A combination of drugs and genuine harassment and surveillance would be enough to drive most

men to some form of paranoid behavior, much like Forrestal was displaying.

The MJ-12 Documents

Aside from Forrestal's strange death, in the late 1940s the US was giddy with excitement that World War II was finally over with the surrender of Japan in the summer of 1945. But, while the rest of the world could go on with their business, within two years the top intelligence officials in the US government, guided by Naval Intelligence and directed by Admiral Roscoe H. Hillenkoetter, would face a new challenge—a puzzling onslaught of Unidentified Flying Objects. Sometimes flying in a V-formation,[18] these craft were seen flying around various parts of the world, including the United States. Had World War II not ended two years earlier?

Because of this new challenge the secret group called MJ-12 was apparently formed. Also taking place during this time period was the infamous Project Paperclip, the recruitment of former Nazis and German officers, some of them scientists, like Wernher von Braun, to come and work in the United States.

When we look at the puzzling MJ-12 documents we seem to get a gnawing feeling that there is something wrong. Operation Majestic-12 appears to be a very real group of twelve senior intelligence officers and scientists within the US government, and all of the people listed in the papers existed.

Admiral Roscoe H. Hillenkoetter in 1957.

Some of the names will be instantly familiar to those who study history, while others are more obscure. It is beyond the scope of this book to discuss all of the people on this original MJ-12 list, but each is a fascinating person.

Let me just say that Admiral Roscoe Henry Hillenkoetter (May 8, 1897-June 18, 1982) was clearly the top intelligence officer in the US government immediately after the war. He was the third director of the post–World War II United States Central Intelligence Group (CIG), the third Director of Central Intelligence (DCI), and the first director of the Central Intelligence Agency created by the National Security Act of 1947. He served as DCI and director of the CIG and

the CIA from May 1, 1947 to October 7, 1950. He was also the head of MJ-12, according to the document.

Also according to the document, General Walter B. Smith replaced James Forrestal on the MJ-12 panel on Aug. 1, 1950 after Forrestal's death. This makes General Smith a thirteenth member of the original group. A fourteenth name is given to us in the document, that of President Dwight Eisenhower. The document also states that President Truman created Operation MJ-12 by an executive order on September 24, 1947.

But what of the other contents of this document dump? The third page mentions the Kenneth Arnold sighting of boomerangshaped objects over the Cascade Mountains of Washington State on June 24, 1947. While Arnold described them as boomerangtype aircraft, very similar to the German Horton IV flying wing, the MJ-12 document, page three, calls this and the many other sightings "disks." And, indeed, there were many sightings of disks, rather than boomerang-type shapes.

The next paragraph discusses the July 7, 1947 crash of a "disk" near the Air Force base in Roswell, New Mexico, an area that is heavily militarized. The next paragraph mentions the wreckage of a craft and the partially destroyed remains of "four small humanlike beings" that had "ejected" from the craft before it exploded and crashed. It also said that the bodies of the four small beings had lain in the desert for approximately a week before they were found and recovered. Yes, one week!

The next page of the MJ-12 documents begins with an assessment that the small saucer craft are scout craft because they have no amenities in them, such as food or a toilet. The document says that Dr. Bronk suggested they call the occupants of the craft EBEs for "Extraterrestrial Biological Entities." The next paragraph says that the occupants of the Roswell craft are thought by Dr. Menzel to be from another solar system.

The third paragraph says that there are symbols in the craft that appear to be writing, and that there is no electrical wiring or other recognizable electronic components. The last sentence says that it was "assumed the propulsion unit was completely destroyed by the explosion which caused the crash."

The next page, page five, starts by saying that there is a need for more information and mentions other secret Air Force projects: Project Sign and Project Grudge. It then mentions another operation that is coordinating these operations. This operation is called Blue Book.

The second paragraph mentions that another UFO crashed on December 6, 1950 on the Mexican side of the Texas-Mexico border near a town called El Indio. The craft was mostly destroyed but what little that was recovered was sent to Sandia Air Force base just east of Albuquerque, New Mexico.

TOP SECRET / MAJIC

EYES ONLY

NATIONAL SECURITY INFORMATION

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EYES ONLY

COPY ONE OF ONE.

BRIEFING DOCUMENT: OPERATION MAJESTIC 12

PREPARED FOR PRESIDENT-ELECT DWIGHT D. EISENHOWER: (EYES ONLY)

18 NOVEMBER, 1952

WARNING! This is a TOP SECRET - EYES ONLY document containing compartmentalized information essential to the national security of the United States. EYES ONLY ACCESS to the material herein is strictly limited to those possessing Majestic-12 clearance level. Reproduction in any form or the taking of written or mechanically transcribed notes is strictly forbidden.

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TOP SECRET / MAJIC

EYES ONLY

EYES ONLY

T52-EXEMPT (E)

A page from the MJ-12 documents dated November 18,1952.

COPY ONE OF ONE.

EYES ONLY

SUBJECT: OPERATION MAJESTIC-12 PRELIMINARY BRIEFING FOR PRESIDENT-ELECT EISENHOWER.

DOCUMENT PREPARED 18 NOVEMBER, 1952.

BRIEFING OFFICER: ADM. ROSCOE H. HILLENKOETTER (MJ-1)

NOTE: This document has been prepared as a preliminary briefing only. It should be regarded as introductory to a full operations briefing intended to follow.

* * * * * *

OPERATION MAJESTIC-12 is a TOP SECRET Research and Development/ Intelligence operation responsible directly and only to the President of the United States. Operations of the project are carried out under control of the Majestic-12 (Majic-12) Group which was established by special classified executive order of President Truman on 24 September, 1947, upon recommendation by Dr. Vannevar Bush and Secretary James Forrestal. (See Attachment "A".) Members of the Majestic-12 Group were designated as follows:

Adm. Roscoe H. Hillenkoetter
Dr. Vannevar Bush
Secy. James V. Forrestal*
Gen. Nathan F. Twining
Gen. Hoyt S. Vandenberg
Dr. Detlev Bronk
Dr. Jerome Hunsaker
Mr. Sidney W. Souers
Mr. Gordon Gray
Dr. Donald Menzel
Gen. Robert M. Montague
Dr. Lloyd V. Berkner

The death of Secretary Forrestal on 22 May, 1949, created a vacancy which remained unfilled until 01 August, 1950, upon which date Gen. Walter B. Smith was designated as permanent replacement.

A page from the MJ-12 documents dated November 18,1952.

A-3

TOP SECRET / MAJIC

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COPY ONE OF ONE.

On 24 June, 1947, a civilian pilot flying over the Cascade Mountains in the State of Washington observed nine flying disc-shaped aircraft traveling in formation at a high rate of speed. Although this was not the first known sighting of such objects, it was the first to gain widespread attention in the public media. Hundreds of reports of sightings of similar objects followed. Many of these came from highly credible military and civilian sources. These reports resulted in independent efforts by several different elements of the military to ascertain the nature and purpose of these objects in the interests of national defense. A number of witnesses were interviewed and there were several unsuccessful attempts to utilize aircraft in efforts to pursue reported discs in flight. Public reaction bordered on near hysteria at times.

In spite of these efforts, little of substance was learned about the objects until a local rancher reported that one had crashed in a remote region of New Mexico located approximately seventy-five miles northwest of Roswell Army Air Base (now Walker Field).

On 07 July, 1947, a secret operation was begun to assure recovery of the wreckage of this object for scientific study. During the course of this operation, aerial reconnaissance discovered that four small human-like beings had apparently ejected from the craft at some point before it exploded. These had fallen to earth about two miles east of the wreckage site. All four were dead and badly decomposed due to action by predators and exposure to the elements during the approximately one week time period which had elapsed before their discovery. A special scientific team took charge of removing these bodies for study. (See Attachment "C".) The wreckage of the craft was also removed to several different locations. (See Attachment "B".) Civilian and military witnesses in the area were debriefed, and news reporters were given the effective cover story that the object had been a misguided weather research balloon.

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EYES ONLY

TOP SECRET / MAJIC

EYES ONLY

T52-EXEMPT (E)

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A page from the MJ-12 documents dated November 18,1952.

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TOP SECRET / MAJIC

EYES ONLY

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* TOP SECRET *

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EYES ONLY

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A covert analytical effort organized by Gen. Twining and Dr. Bush acting on the direct orders of the President, resulted in a preliminary concensus (19 September, 1947) that the disc was most likely a short range reconnaissance craft. This conclusion was based for the most part on the craft's size and the apparent lack of any identifiable provisioning. (See Attachment "D".) A similar analysis of the four dead occupants was arranged by Dr. Bronk. It was the tentative conclusion of this group (30 November, 1947) that although these creatures are human-like in appearance, the biological and evolutionary processes responsible for their development has apparently been quite different from those observed or postulated in homo-sapiens. Dr. Bronk's team has suggested the term "Extra-terrestrial Biological Entities", or "EBEs", be adopted as the standard term of reference for these creatures until such time as a more definitive designation can be agreed upon.

Since it is virtually certain that these craft do not originate in any country on earth, considerable speculation has centered around what their point of origin might be and how they get here. Mars was and remains a possibility, although some scientists, most notably Dr. Menzel, consider it more likely that we are dealing with beings from another solar system entirely.

Numerous examples of what appear to be a form of writing were found in the wreckage. Efforts to decipher these have remained largely unsuccessful. (See Attachment "E".) Equally unsuccessful have been efforts to determine the method of propulsion or the nature or method of transmission of the power source involved. Research along these lines has been complicated by the complete absence of identifiable wings, propellers, jets, or other conventional methods of propulsion and guidance, as well as a total lack of metallic wiring, vacuum tubes, or similar recognizable electronic components. (See Attachment "F".) It is assumed that the propulsion unit was completely destroyed by the explosion which caused the crash.

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EYES ONLY

TOP SECRET / MAJIC

EYES ONLY

T52-EXEMPT (E)

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A page from the MJ-12 documents dated November 18,1952.

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TOP SECRET / MAJIC

EYES ONLY

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* TOP SECRET *

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EYES ONLY

COPY ONE OF ONE.

A need for as much additional information as possible about these craft, their performance characteristics and their purpose led to the undertaking known as U.S. Air Force Project SIGN in December, 1947. In order to preserve security, liason between SIGN and Majestic-12 was limited to two individuals within the Intelligence Division of Air Materiel Command whose role was to pass along certain types of information through channels. SIGN evolved into Project GRUDGE in December, 1948. The operation is currently being conducted under the code name BLUE BOOK, with liason maintained through the Air Force officer who is head of the project.

On 06 December, 1950, a second object, probably of similar origin, impacted the earth at high speed in the El Indio - Guerrero area of the Texas - Mexican boder after following a long trajectory through the atmosphere. By the time a search team arrived, what remained of the object had been almost totally incinerated. Such material as could be recovered was transported to the A.E.C. facility at Sandia, New Mexico, for study.

Implications for the National Security are of continuing importance in that the motives and ultimate intentions of these visitors remain completely unknown. In addition, a significant upsurge in the surveillance activity of these craft beginning in May and continuing through the autumn of this year has caused considerable concern that new developments may be imminent. It is for these reasons, as well as the obvious international and technological considerations and the ultimate need to avoid a public panic at all costs, that the Majestic-12 Group remains of the unanimous opinion that imposition of the strictest security precautions should continue without interruption into the new administration. At the same time, contingency plan MJ-1949-04P/78 (Top Secret - Eyes Only) should be held in continued readiness should the need to make a public announcement present itself. (See Attachment "G".)

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TOP SECRET / MAJIC

EYES ONLY

EYES ONLY

T52-EXEMPT (E)

A page from the MJ-12 documents dated November 18,1952.

The third and final paragraph talks about how we do not know the ultimate intentions of these “visitors” and that we need to keep studying them as well as keep the public calm and not cause a panic. It then mentions a mysterious contingency plan called MJ-1949-04P/78. We never learn what it is, except that it is Top Secret and is attachment “G.”

The next pages of the documents are a list of the various attachments, and the final pages are the original memorandum addressed to Forrestal authorizing the creation of MJ-12—spelled out in the document—signed by President Truman and dated September 24, 1947. We also have the supplementary document called the Twining Memo which mentions a briefing by MJ-12.

While the government has denied that the MJ-12 documents are valid, many researchers in the UFO community felt at the time that they were authentic. Curiously, the skeptics were divided in their opinions on who had created the fake documents. Some pointed to UFO researchers Jamie Shandera and Bill Moore as the creators of the supposed hoax. But, other skeptics felt that the forgery had occurred—get this—within the US government itself in order to plant disinformation with Shandera and his colleagues. In this theory, the CIA or Air Force Intelligence, or some other intelligence agency, had created these fake documents about MJ-12 in order to spread disinformation.

This “disinformation” was handed anonymously to several of the top UFO researchers in the 1980s. But why would there be disinformation like this? In most instances of disinformation, there is some real information. What was trying to be hidden with fake documents about MJ-12? What was the real information? Was it to fool gullible UFO researchers that there was once a secret MJ-12 group within the government and intelligence agencies that never existed? Would four dead and decomposing extraterrestrials really be lying out in the desert for a week after a UFO crash only miles from a major Air Force base?

There is nothing really classified about the discussion of the Kenneth Arnold sighting or the Roswell crash. All of this was largely “public knowledge” and there is not much real meat in this Top Secret briefing, except for the creation of MJ-12 itself. This group

and its members is the real story, whatever their activities may have been.

Is it possible that what was really discussed by MJ-12 were the results of the invasion of Antarctica the year before? With all of the unusual events happening at the end of World War II, including UFO sightings and a large number of missing submarines, it would seem that the most pressing issues were still-existing Nazi bases in various parts of the world, as well as the rise of the Soviet Union and other events in China, Korea and Vietnam.

It would seem that the MJ-12 documents were hiding a larger threat than small human-like EBEs. And if the claims about extraterrestrials in the MJ-12 documents are genuine, did the group conclude that they were coming from Antarctica? Operation Highjump, an invasion of Antarctica, ended in late February of 1947 and the MJ-12 group was formed in September later that year.

If those participating in Operation Highjump witnessed flying saucers in Antarctica, as has been reported, then perhaps MJ-12 was formed as a think tank to be the “spin doctors” on the strange events happening around the globe and the flying saucer craze that swept through Europe, Asia, the Americas and the world. Where were these craft coming from—outer space? Or, were they coming from Antarctica? Was this why Forrestal was drugged, hospitalized, and murdered? He was too vocal in his discussions with other people, including Senator McCarthy—famously so. Can this be the reason he ultimately ended up in a Navy hospital being given all sorts of mind control drugs?

Furthermore, Forrestal’s anti-Soviet stance was causing trouble with the prevailing idea of fostering some cooperation with the Russians while maintaining an adversarial position on the world stage. Ultimately the Cold War was one of cooperation, as were the space initiatives—the “space race”—culminating with the International Space Station and the dissolution of the Communist Soviet Union in 1989. How can you have a war with someone and share a space station with that entity at the same time? Ask NASA.

Something was happening in Antarctica and it didn’t have to do with the Russians. They had plenty of frozen territory in the north to deal with. Operation Highjump had returned from Antarctica and had

shaken the Navy with what they had discovered. James Forrestal knew too much about this activity and was considered a loose cannon on the deck. He had to be eliminated by first sending him to the Navy loony bin and then having him commit suicide. MJ-12, however, would continue on without him.

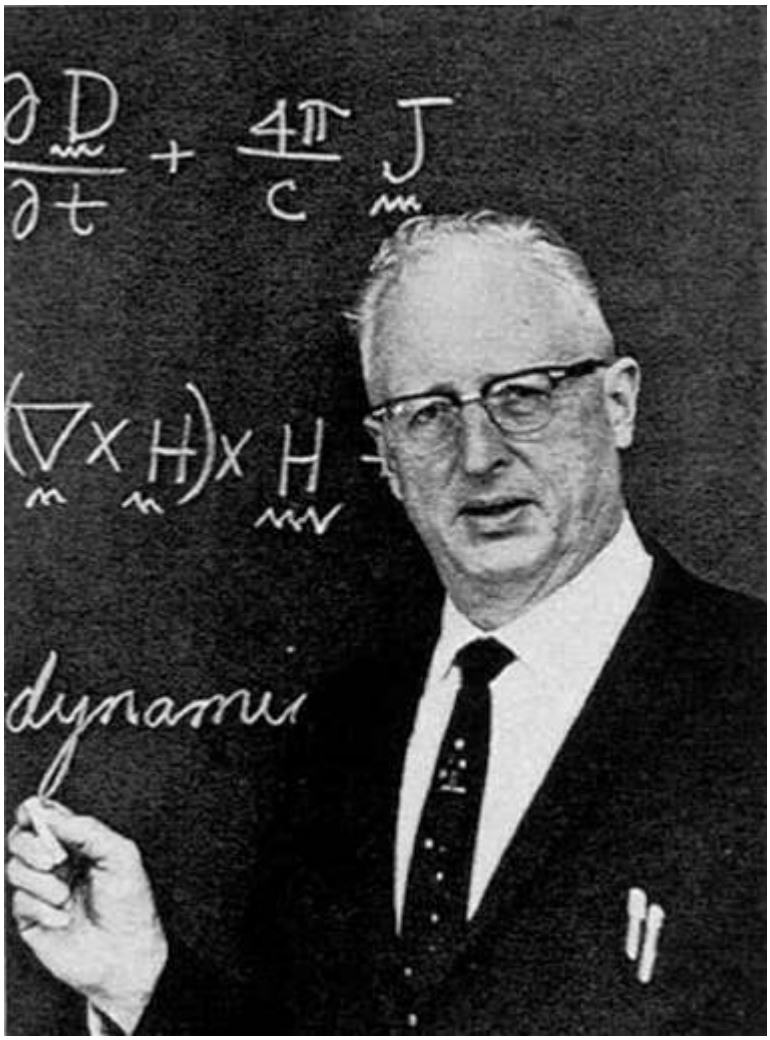
Once they have you asking the wrong questions,
they don't have to worry about the answers.
—Thomas Pynchon, *Gravity's Rainbow*

A Look at the Members of MJ-12

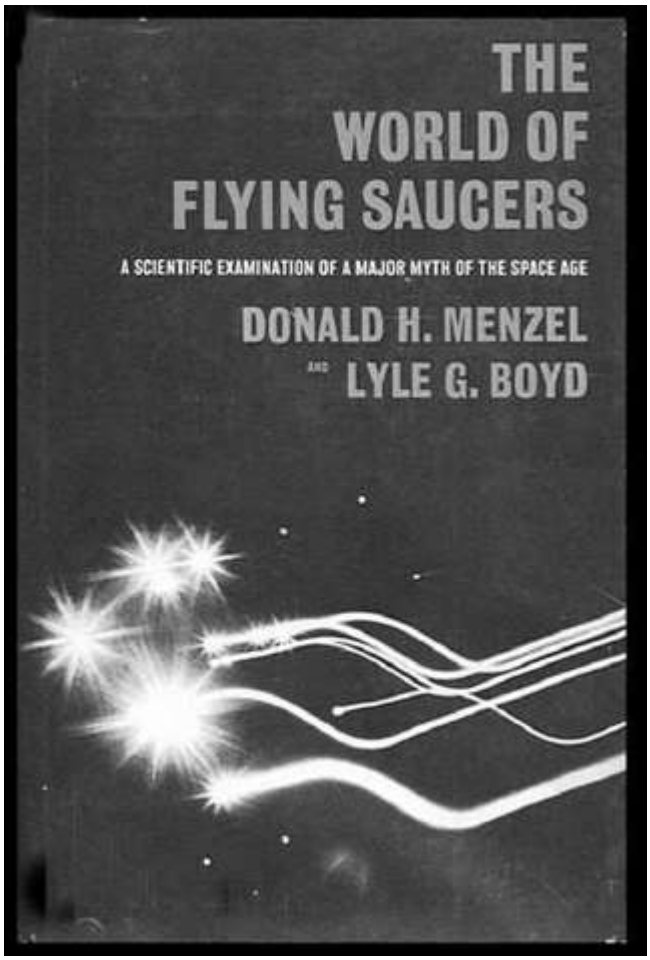
Let us have a look at the members of MJ-12 other than President Truman, Forrestal or Admiral Hillenkoetter. One that stands out is the famous UFO debunker astronomer Donald Menzel.

Donald Howard Mezel (April 11, 1901—December 14, 1976) was an astronomer, President of the American Astronomical Society from 1954 to 1956, and a renowned, though incompetent, UFO debunker. In his three anti-UFO books, he argued that all unidentified objects were simply misidentified natural phenomena.

For instance, in his 1963 book *The World of Flying Saucers*[54] (co-written by Lyle Boyd) Menzel maintains that air inversions are the cause of many UFO sightings. He discusses a fascinating report on the night of August 13-14, 1960 when two highway patrolmen were chasing a speeding motorcycle when, at about 11:50 p.m., they saw what they first supposed to be a brilliantly lighted aircraft falling directly toward them. Jumping out of their car, they watched the object as it apparently reversed its course, shot upward, and began to perform fantastic maneuvers in the eastern sky. The performance continued for more than two hours. Before it ended, a second UFO had joined in the celestial dance, which was observed by dozens of excited witnesses in the Red Bluff area.



Donald Menzel circa 1956.



Air Force bases in the area were notified and the Air Force began to investigate the incident. However, as Dr. Menzel tells us, there were no UFOs at all and it was a temperature inversion that caused the star Capella to be brighter than normal plus the planet Mars was rising in the sky about that time as well and the star Aldebaran was just above the horizon and that is what the policemen saw. This is what made them jump out of their patrol car and this is what the thousands of people in Red Bluff, California saw that night.

Essentially Menzel explained all UFO sightings in a similar way, completely ignoring the testimony of trained police officers and pilots and telling them they were actually seeing Mars, Venus, Aldebaran or our Moon zipping and darting around in the sky, sometimes for hours.

Clearly Dr. Menzel knew better but his thankless job was to debunk UFO sightings for the Air Force and try to explain the perceived hysteria of the flying saucer menace. In this role he was

an astronomy expert and disinformation propagandist. As a member of the MJ-12 Menzel would have been privy to the most sensitive information about flying saucers and other UFOs, whether they were extraterrestrial visitors or postwar Nazis in their German flying saucers.

According to the biography of Menzel at obscurantist.com, on May 12, 1949, Menzel witnessed a UFO outside Holloman Air Force Base. His original account remained classified until the 1970s. He would later claim that what he saw was a reflection of the moon. Menzel claimed he had another UFO sighting on March 3, 1955 from the North Pole on the daily Air Force Weather “Ptarmigan” flight. He would later claim it was a misidentification of Sirius.

Other members of Majestic-12 consisted of the following individuals:

Lloyd V. Berkner, known for scientific achievements in the fields of physics and electronics, special assistant to the secretary of state in charge of the Military Assistance Program, executive secretary of what is now known as the Research and Development Board of the National Military Establishment.

Detlev W. Bronk, a physiologist and biophysicist of international repute, chairman of the National Research Council, and a member of the Medical Advisory Board of the Atomic Energy Commission.

General Nathan Twining, a member of MJ-12.

Vannevar Bush, a brilliant scientist who joined the Department of Electrical Engineering at Massachusetts Institute of Technology

(MIT) in 1919, and founded the company that became the Raytheon Company in 1922. Bush became vice president of MIT and dean of the MIT School of Engineering in 1932, and president of the Carnegie Institution of Washington in 1938. During World War II he headed the U.S. Office of Scientific Research and Development through which almost all wartime military R&D was carried out, including important developments in radar and the initiation and early administration of the Manhattan Project.

Gordon Gray, three times elected to the North Carolina Senate, succeeded Kenneth Royall as secretary of the Army in June 1949.

Dr. Jerome C. Hunsaker, an innovative aeronautical scientist and design engineer, who served as chairman of the National Advisory Committee for Aeronautics.

Robert M. Montague, Sandia base commander, Albuquerque, New Mexico, from July 1947 to February 1951.

Admiral Sydney W. Souers.

General Nathan F. Twining, commander of the B-29 superfortresses that dropped the atom bombs on Hiroshima and Nagasaki. In December 1945, he was named commanding general

of the Air Material Command headquartered at Wright Field in Dayton, Ohio. In October 1947, he was appointed commander in chief of the Alaskan Command, remaining in that position until May 1950, when he became acting deputy chief of staff for personnel at US Air Force headquarters in Washington, D.C.

Sidney W. Souers, a rear admiral, who became deputy chief of Naval Intelligence before organizing the Central Intelligence Office in January 1946.

Hoyt S. Vandenberg, a muchdecorated U.S. Air Force officer, rose to the rank of commanding general of the Ninth US Air Force in France before he was named assistant chief of staff of G-2 (Intelligence) in 1946. In June 1946, he was appointed the director of Central Intelligence.

So, we have a mix of Admirals, Generals, CIA directors, and scientists that are part of this special panel. Most investigators believe that “Document A,” which purported to be a letter dated September 24, 1947, from President Harry S. Truman to Secretary of Defense Forrestal, appeared to be genuine; but even though Truman did refer to “Operation Majestic Twelve” in the letter, there was nothing clearly stated that linked the group to UFO investigations.

However, it seems that MJ-12 does have to do with UFOs, but not necessarily the crash at Roswell and the alien bodies supposedly discovered there. It would seem that the UFOs that MJ-12 were looking at were the swarms of Haunebu and Vril saucers being seen around the world plus the Andromeda motherships as well. The CIA warned that flying saucers could be a “psyops” operation being conducted by a foreign power. Such a document would come directly from MJ-12 members Hillenkoetter, Vandenberg, and Souers—all of whom were directors of the CIA at some time in the years immediately after WWII.

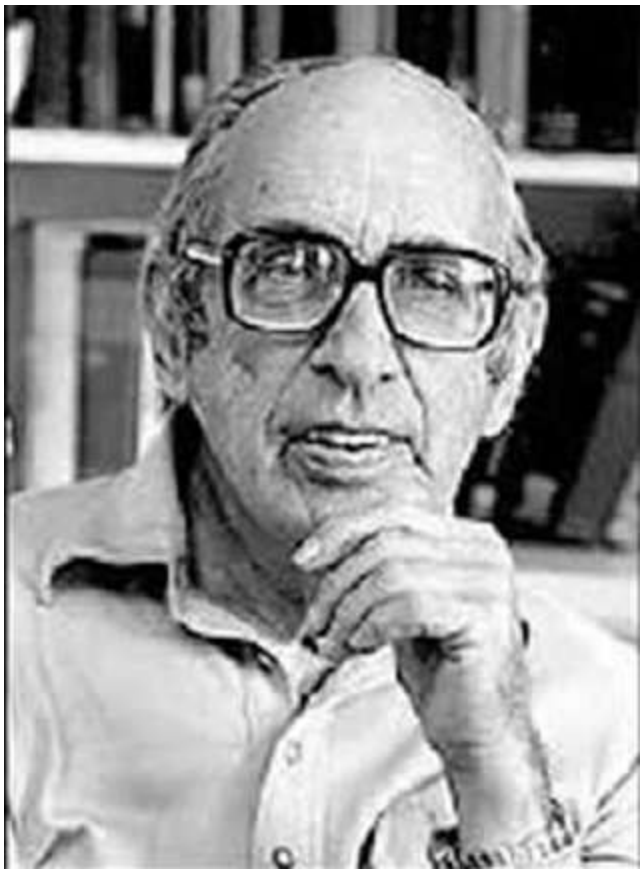
Operation Highjump and the German flying saucers encountered there would have alarmed the top Admirals and Generals in the US army and Forrestal was the one who signed the orders for this invasion of Antarctica. It seems that the real purpose of MJ-12 was to be a think tank for what was happening regarding UFOs in the USA and other countries and to control the narrative and somehow deflect attention from the real source of this activity. Menzel’s role

was clearly to be a leading scientist who could explain to the public that any UFO hysteria was just the misidentification of explainable phenomena. Photos of flying saucers and cylindrical craft were fakes or reflections on windows. This campaign worked relatively well, but popular culture backed by Hollywood did its best to keep flying saucers on the public.

But where did the MJ-12 documents come from? Yes, apparently we do have a source. That source is former CIA agent and medieval scholar Harry Rositzke.

Harry Rositzke, the Aviary and the Release of the MJ-12 Documents

The person who is suspected of leaking the MJ-12 documents is a scholar and spy and named Harry Rositzke, who died in 2002 at the age of 91. Who was Harry Rositzke? Harry Rositzke was an American spymaster whose career included researching the origins of the English language to probing the inner workings of Nazi Germany and, later, the Soviet Union. For 25 years, he ran CIA covert operations against the Soviet Union from several overseas posts as well as Washington.



Harry Rositzke.

It has been said by UFO investigator and author Bill Moore and others that Rositzke was “Falcon” and the head of Aviary, a group of individuals, mainly civilians, who had worked for the CIA. Moore has said that Rositzke was the one who leaked the documents to him and Shandera, warning them that there was truth and disinformation in the documents.

Rositzke was a long-time CIA operative and had worked with the Office of Strategic Services (OSS, the precursor of the CIA) during WWII. He was born in Brooklyn in 1911 and lived on his farm in Warrenton, Virginia until he died on November 4, 2002.

He was a graduate of Union College in Schenectady, New York, where he earned his A.B. in 1931, and of Harvard University, where he received his Ph.D. in Germanic philology in 1935; he also studied phonetics at the University of Hamburg from 1935 to 1936. The first six years of his career were spent teaching English at Harvard University, the University of Omaha, and the University of Rochester. When the United States entered World War II in 1942, Rositzke

joined the army and became a major. After the war he was hired by the OSS to monitor Soviet intelligence activities. He remained with the CIA until 1970, working in posts in Munich and New Delhi and retiring as chief of the international Communism unit. Said a *Washington Post* obituary on November 7, 2002:

> Harry Rositzke, 91, a farmer, author, teacher, scholar and spy who for 25 years ran Central Intelligence Agency covert operations against the Soviet Union from Munich, New Delhi, New York and Washington, died of pneumonia Nov. 4 at Fauquier Hospital in Warrenton. Mr. Rositzke raised beef cattle in Middleburg, wrote books about the CIA and the KGB, taught at Harvard University, researched such arcana as Anglo-Saxon grammar and vowel duration in High German, and, during the Cold War, directed the parachuting of espionage agents into the Ukraine region of the Soviet Union.
>
> His books include *The CIA's Secret Operations* (1977) and *The KGB: The Eyes of Russia* (1981), but he also wrote "The C-Text of the Old English Chronicles," which is considered a classic of Anglo-Saxon research. He did his doctoral dissertation at Harvard on "The Speech of Kent Before the Norman Conquest."
>
> In 1981, *The Washington Post*'s Henry Allen wrote of Mr. Rositzke, "He should be George Smiley, the John LeCarre spy novel hero—a little out of the mold, a scholar." Responding to that appraisal, Mr. Rositzke said: "I was just reading *Smiley's People*. The point is, academic training leads you to look at the facts, to weigh the facts. But Smiley couldn't exist in any real environment."
>
> Mr. Rositzke was a veteran of World War II duty with the Office of Strategic Services, the predecessor in espionage to the CIA. He volunteered in 1946 to monitor the intelligence operations of the Soviet Union, a major wartime ally against Nazi Germany. In the OSS, he had been chief of military intelligence in London and Paris, and later chief of the steering division in Germany, where he operated out of a former sparkling-wine factory near Wiesbaden.
>
> Arthur M. Schlesinger Jr., who became an aide to President John F. Kennedy and a presidential scholar, was one of Mr. Rositzke's OSS colleagues. It came to him as no surprise that Mr. Rositzke opted for a career in intelligence after the war. "War had

made him a professional. Peace evidently offered him a scope for analysis and action on questions more urgent than Anglo-Saxon grammar, his previous specialty," Schlesinger wrote in a preface to Mr. Rositzke's 1977 book on the CIA.

Mr. Rositzke, a native of Brooklyn, N.Y., graduated from Union College and received a doctorate in Germanic philology at Harvard. In 1935 and 1936, he studied experimental phonetics on a fellowship at the University of Hamburg, where he had an opportunity to witness the Nazis' consolidation of power in Germany. He would later describe this experience as frightening. From 1936 to 1942, he taught at Harvard, the University of Omaha and the University of Rochester.

As a specialist on Soviet intelligence after the war, he moved initially into quarters in Washington where, by his own description: "The walls were pockmarked with holes and the ceiling smudged with stains from the rain and snow that leaked through the fragile roof. It had no carpet. It was furnished with one antique desk."

He ran agents in the Soviet Union and Eastern Europe from 1949 to 1954 and was based in Munich for the last two years of this assignment. "We were sending people into the Ukraine—people forget that there was an active resistance movement there. … We'd fly them in and parachute them from C-47s. We never lost a plane. We were pleased to see how inefficient the antiaircraft forces were." The East German government in those years gave Mr. Rositzke one of the longer entries in its published directory of CIA agents operating in the region.

As the CIA station chief in New Delhi from 1957 to 1962, Mr. Rositzke's espionage targets were Soviets, Chinese and Tibetans. He lunched monthly with his resident counterpart from the GRU, the Soviet military intelligence arm, and he also developed a working relationship with John Kenneth Galbraith, Kennedy's ambassador to India, who was deeply suspicious of the CIA.

Later in the 1960s, he worked on the recruitment by the CIA of Soviet diplomats in Washington and New York and began to focus on terrorism and wars of national liberation. He retired from the CIA in 1970 as chief of the international communism unit.

In 1955, Mr. Rositzke purchased a 350-acre farm in Middleburg, where in retirement he raised beef cattle, mowed his fields, drove his tractor and wrote about the craft of intelligence.

Espionage, he would argue, had a useful role in the maintenance of political order. “Spies in the right places can induce a feeling of security by negative reporting or guarantee no strategic surprises by positive reporting. Their value in reducing the paranoid tendencies of the Soviet Union should not be underestimated.”

Writing about the KGB, Mr. Rositzke observed: “The clandestine mentality is rooted in a conspiratorial view of the world …[that] someone out there is plotting against me…. Since the world is a threatening place, only secret counter-action can guarantee survival.” In a 1981 *Washington Post* review, David Wise wrote that this argument “could also provide the rationale for the CIA’s own covert operations around the globe.”

The MJ-12 Files and Rositzke

We can see that Harry Rositzke is quite an interesting person and someone who knew a lot of people in intelligence—not just in the CIA but around the world. In the 1940s, 50s and 60s he was in Europe, India, Tibet and no doubt many other places. He would be an ideal person to send the MJ-12 documents to Shandera and Moore if the CIA needed such a person. Rositzke must have known a great deal about the SS and its continued activities after the war.

John Greenwald Jr.’s Black Vault Internet site of Freedom of Information documents does have a few documents for Rositzke. They do not tell us much but one document is a June 29, 1961 FBI document that accuses Rositzke of being a Communist. The document is apparently from a relative of his wife’s who complains that she stopped being a good Catholic after getting married to Rositzke and that Rositzke had espoused some positive views towards the Soviet Union.

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DATE 05-02-2011

UNITED STATES DEPARTMENT OF JUSTICE

FEDERAL BUREAU OF INVESTIGATION

In Reply, Please Refer to File No.

Cleveland, Ohio
June 29, 1961

~~CONFIDENTIAL~~

ALL INFORMATION CONTAINED
HEREIN IS UNCLASSIFIED EXCEPT
WHERE SHOWN OTHERWISE

HARRY ROSITZKE

On June 21, 1961, a confidential source advised he had information he desired to furnish relative to HARRY ROSITZKE, whom he said

(C) [redacted] b1

He said ROSITZKE is approximately fifty years of age and originally comes from Brooklyn, New York. He is married to the former BARBARA BOURGEOIS of Oak Park, Illinois, and their permanent residence is Middleburg, Virginia. Source said ROSITZKE was formerly a professor at Rochester University, Rochester, New York, and during World War II was an officer in the OSS.

Source said the information he desired to furnish regarding ROSITZKE was not very specific or concrete but nevertheless he wanted it to be placed on record. Source said in conversations he has had with ROSITZKE, ROSITZKE gave him the impression he is very impressed with the Soviet Union. Source explained ROSITZKE seems to know all about the USSR's economic program for the future and has high praise for the educational program that country has introduced to its youth. In speaking of the USSR, according to source, ROSITZKE emphasizes all their good points but never brings out any of their bad points or the disadvantages of a Communist Government. Source also said ROSITZKE is very much in favor of admitting Red China to the United Nations as he states in his conversations that "it is inevitable."

Source also commented he feels it is pertinent to point out that ROSITZKE admits he is an atheist and has no use for religion. In this regard, source stated that prior to her marriage to ROSITZKE, BARBARA BOURGEOIS was a member of the Catholic church but almost immediately after her marriage, dropped out of the church and now feels that religion is for "children and simple fools."

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A 1961 FBI document concerning Harry Rositzke and his liberal leanings as an OSS officer.

What can be noted here is that this was what the 1950s and the early 1960s were about: if your neighbor is a Commie then you need to turn them in. This probably meant writing a letter to the FBI alerting them to your suspicions. In this case, the perpetrator is a veteran CIA agent. Still, the FBI, in its paranoia about the CIA and other intelligence groups in the USA, thought it was proper to consider this accusation against Rositzke and keep it in their files. But otherwise, Rositzke managed to keep his head down during these difficult times and seems to have been in the good graces of the CIA during all these years. He must have known a great deal about the Operation Paperclip affairs, including the secret SS submarine base in the Canary Islands.

Indeed, although Rositzke wrote a number of memorable books he has no Wikipedia page and is only mentioned casually in discussions on the Internet and elsewhere. Like many characters from the strange UFO activities beginning in WWII, Rositzke was aware of much of what was going on, but his masters were the CIA. Naval Intelligence and the FBI were not his employers and they apparently distrusted the CIA and its collaboration with former SS officers and Operation Paperclip Germans who were being brought to the US.

As far as MJ-12 is concerned, it seems that it was an operation by some element of the government to get information into the UFO community. Moore told radio host Greg Bishop that Rositzke had been called out of retirement to conduct the operation of leaking the MJ-12 documents.

Moore told Bishop that the plan to release the MJ-12 documents had been hatched before Rositzke was brought in. Therefore the idea for the operation and the initial direction to Rositzke was coming from a higher level—Falcon had a boss.

It is speculated that the person who brought Rositzke into the UFO game was Richard Helms who outranked Rositzke, being a former Director of the CIA. There are several stories about Helms and his eagerness to share UFO material with certain UFO researchers. Moore also suggested to Greg Bishop in his radio

interview that Shandera had previous contacts with the CIA before he received the documents. Moore also admitted that he had contacts with the CIA when he was at university.

We should remember that the document drop of the MJ-12 documents to Shandera was in 1984. This is about five years before the document drop of German Haunebu and other material was made to Ralph Ettl while he was living in London. There is a gnawing similarity here between the two document dumps; they are both coming from intelligence sources and both have to do with UFOs and their activity starting in the 1940s.

The MJ-12 documents, brief as they are, only tell us two things: that there was a group that studied UFOs—and here are their names—and that there were several flying saucer crashes at Roswell. What was the disinformation—that MJ-12 was real or that several flying saucers with aliens crashed at Roswell? Moore had recently coauthored a book with Charles Berlitz on Roswell. Obviously the answer is that MJ-12 was a real group, a cabal if you will. MJ-12 probably does not exist today and it may have been dissolved in the 1950s, shortly after the Korean War which we will discuss next.

Through official secrecy and ridicule, many citizens are led to believe the unknown flying objects are nonsense.

—Admiral Roscoe H. Hillenkoetter

First Director of the CIA and MJ-1 of MJ-12

UFO Activity During the Korean War

With the dropping of the atomic bomb on Hiroshima and the surrender of Japan on 15 August 1945, Korea was divided at the 38th parallel into two zones of occupation by the Russians and the Americans. Japan still occupied all of Korea and areas of China around Korea at the end of the war. Once the Japanese officially surrendered they began pulling their forces back to Japan by land and sea. The Soviet Union took control of the North Korean military immediately and controlled this organization until December 26, 1948. The United States took control of the South Korean military on September 8, 1945. Essentially it was the Russians and Americans who divided the country and they both agreed to withdraw all of their troops from both Koreas in 1949.

James Forrestal was the main negotiator with the Soviets on the partition of Korea. Meanwhile, MJ-12 had been created in 1947 and Forrestal was found in his pajamas dead on May 22, 1949.

Both governments of the two Koreas claimed to be the sole legitimate government of the entire peninsula and neither accepted the border as permanent. Then on June 25, 1950 the North Korean People's Army (KPA) invaded South Korea at nine different points. The United Nations Security Council denounced the North Korean move and authorized the formation of the United Nations Command and the dispatch of forces to Korea to repel the KPA. These UN decisions were taken without the participation of the Soviet Union and the People's Republic of China, both of which supported North Korea and China was not a member of the UN at this time. Twenty-one countries of the United Nations eventually contributed to the UN force, with the United States providing around 90% of the military personnel and equipment.

The KPA quickly captured Seoul on June 28 and by July the South Korean Army (ROKA) and American forces were on the point of defeat, retreating to a small area behind a defensive line known as the Pusan Perimeter. The UN launched a risky amphibious counteroffensive at Incheon in September 1950, cutting off KPA troops and supply lines in South Korea. Those who escaped envelopment and capture were forced back north.

UN forces led by the Americans invaded North Korea and captured Pyongyang in October 1950 and moved rapidly towards the Yalu River—the border with China—but on October 19, 1950, Chinese forces of the People's Volunteer Army (PVA) crossed the Yalu and entered the war. The surprise Chinese intervention triggered a retreat of UN forces and Chinese forces recaptured Pyongyang on December 5 and were in South Korea by late December. On January 4, 1951 the Chinese and KPA recaptured Seoul.

Seoul was to be captured four times during the war, and in late February the communist forces were pushed out of Seoul back to positions around the 38th parallel, close to where the war had started. After this, the front stabilized, and the last two years were a war of attrition.

The war continued in the air, however. North Korea was subject to a massive US bombing campaign. On May 9, 1951 the largest airstrike during the war was made when over 300 fighters and fighter-bombers attacked the major city in North Korea of Sinuiju near the Yalu River and the border with China. During this attack and others the latest jet fighters made by the Soviets and the Americans confronted each other in air-to-air combat over the skies of North Korea. This was the first time in history that jet fighters were in combat against each other, as they had not entered the war before the German surrender. Helicopters were not used in the European theater during WWII either.

It should be noted that Soviet pilots covertly flew these MiG jet fighters for the North Korean military as that country did not have enough trained pilots in the beginning. In many ways the Soviet Union and the US divided Korea into two states, just as they had done to Germany, and then decided to have an air war over the country to test all of their new aircraft while much of North Korea was being decimated. Photos of Pyongyang during this period of sustained bombing show a completely destroyed city with only a few smoke stacks standing. Indeed, the loser countries in this whole conflict were Korea, Japan and in some ways Germany, as its arch-enemy—the Soviet Union—was getting stronger. It was during these years of 1951 to 1953 that we see a great deal of UFO activity in Korea and the Sea of Japan.

The fighting ended on 27 July 1953 when the Korean Armistice Agreement was signed. This agreement created the Korean Demilitarized Zone (DMZ) to separate North and South Korea, and allowed the return of prisoners. However, no peace treaty was ever signed, and the two Koreas are technically still at war, engaged in a frozen conflict with no end in sight. North Korea remains a totalitarian state that isolates itself from the rest of the world and keeps its citizens as prisoners. South Korea is arguably the most technical country in the world with more gadgets per capita than any other country.

What concerns us here is UFO activity during the Korean War and why it should occur. Repots of craft whose descriptions match

the Vril, Haunebu and Andromeda craft were made many times over during the war.

In his self-published book from 1990, *Advanced Aerial Devices Reported During the Korean War*,[20] California UFO investigator and Korean War veteran Richard Haines gives us the basic rundown on UFO activity in the three or four years of the Korean War. This UFO activity is meticulously researched and presented as a former Air Force officer would do.

In his 75-page book he says that there were dozens of reports of flying saucers, spheres, oval objects and cigar-shaped UFOs starting from the very beginning of the Korean War. This war began only a few years after the end of WWII and became famous for showcasing all the latest war toys and jet fighters from both the Russians and the Americans who had separated Korea in the first place. It could now become the testing ground for all of the weapons that had been developed during WWII. However, flying saucers and other craft were to creep into the new Korean theater. What were they up to?

These are just some of the UFO incidents that Haines chronicles in his book:

Sept. 1950 — Very early in the morning (date not specified) three fighter-bombers took off from the flight deck of a US aircraft carrier. Two large silvery disks maneuvered around the three fighter-bombers whose radars had become inoperative at that time. The objects then departed at a high rate of speed. They were described as having “a silvered mirror appearance, with a reddish glow surrounding them. They were shaped somewhat like a coolie’s hat, with oblong ports from which emanated a coppergreen colored light which gradually shifted to pale pastel-colored lights and back to the copper-green again. Above the ports was a shimmering red ring which encircled the top portion.”

Spring 1951 — Haines reports that a soldier that he interviewed

witnessed a glowing flying saucer come toward their ground positions near Chorwon, South Korea (on the border with a town of the same name in North Korea). The former soldier told Haines that he fired a single armor-piercing bullet from an M-1 rifle that hit the glowing disk. He said that lights started going on and off erratically and the disk lights went off briefly once. The disk then began making a sound “like a diesel locomotive revving up.” The glowing disk then attacked the men with “some form of a ray that was emitted in pulses, in waves that you could visually see only when it was aiming directly at you. …Now you would feel a burning, tingling sensation all over your body, as though something were penetrating you.” They took cover in a bunker while the craft remained hovering outside for a time and then shot off at great speed at a 45-degree angle. The men all got sick and were evacuated from the camp.

Fall 1951 — Over 14 (ground, airborne) radar sets tracked a circular disk UFO circling over the US Naval Fleet in the Sea of Japan at speeds of from “slow” to over 1,000 mph. Radar targets “had been circling the fleet; it (UFO) left the fleet and joined up on us a position behind our wingman.”

Jan. 29, 1952 — A light-orange glowing saucer flew parallel to a B-29 on a night mission over Korea. It then turned and approached the B-29 at the same altitude. It stayed at a constant distance for about a minute and then departed.

Feb. 20, 1952 — An Associated Press story with this date was released from Tokyo concerning the sightings of the B-29 on January 29 which said: “Far East Air Force Headquarters in Tokyo, which directs B-29 bomber

operations Korea, would issue no statement on the latest versions of flying saucers. Asked if pilots of night fighters or B-26 light bombers had seen the objects, a Fifth Air Force spokesman in Korea said, 'To affirm or deny it would put us in the position of diskussing it and we cannot discuss it.'"

Feb. 24, 1952 — While over the very northern part of North Korea at approximately 11:45 at night the navigator of a B-29 observed a cylindrical object that was not an airplane for about 45 seconds. The object first approached the airplane from below at a 7 o'clock position. It had a "rapidly pulsating gaseous type of exhaust trail… about three times the length of the object with both the tail blast and the object bluish in color." Then it leveled off at same altitude as airplane's and then turned left to intercept the observer's airplane after which it descended out of sight.

May 15, 1952 — A silvery oval object larger than a MiG fighter jet was seen at a 9 o'clock position by two F-86E jets over North Korea. In a separate incident on the same evening the pilot of propeller-driven fighter bomber saw silver object—apparently a disk—that was about 50 feet in diameter. The UFO began a steep climb but at the top it then moved forward in level flight, wavering momentarily. It then descended and disappeared into the haze at an estimated 1,000 mph.

May 26, 1952 — A bright blue object followed the observers' jet interceptor while over North Korea at night. Subsequently, the UFO was in front of the jet with a positive radar lock-on. At about 6,000 yards between the airplane and UFO (and closing) the object started to pull away to 26,000 yards in about 12 to 15

seconds (estimated at about 20-g acceleration). Haines mentions that ground radar contacted a UFO and vectored a jet interceptor towards it. The radar operator onboard visually sighted the object which was subsequently locked on his airborne set.

May 30, 1952 A dark-colored disk was seen by the crew of a C-54 aircraft while flying from Korea over the Sea of Japan to Oshima, Japan. The engineer said that the disk hovered perfectly motionless for several minutes and then it began moving rapidly to the west and disappeared. The engineer said he watched the object for six to seven minutes and said that it was not an aircraft or a cloud.

May 31, 1952 A bright oval disk was seen from a ground observation post approaching fast. Then it descended slowly about 900 feet when it stopped for several seconds; then it moved east with jerky movements, stopped again, reversed its direction 180 degrees flying to its original position. It hovered in one spot for a moment, reversed direction again in a shallow climb and then a steeper climb, disappearing from sight in 3 to 4 seconds.

May 31, 1952 A disk-shaped UFO was seen by the pilot of an F-94 jet fighter which turned and descended to intercept the UFO 6,000 feet lower. The UFO began a left turn climb that silhouetted the F-94 against the dawn sky. After the plane attempted two unsuccessful passes on the object, the UFO began to accelerate away out of sight. The F-94's radar obtained a positive lock on the object while ground radar did not. It was first sighted from the ground.

June 6, 1952 A disk craft travelled at about 300 mph in a straight

	line (while revolving) and then stopped above airbase K-14 momentarily and then rose straight up for 10 seconds after which it disappeared from sight.
June 20, 1952	An oval-shaped UFO approached from the south, made a complete left-handed orbit of the target area and flew away to the east. The UFO outdistanced a pursuing aircraft.
June 23, 1952	A black disk-shaped object, seven times wider than thick was seen by a pilot in the 18th bomber group while over Korea. The UFO descended “rather irregularly,” flew at a fixed altitude for 6–7 seconds, approached the pilot’s airplane and then disappeared into a cloud.
July 10, 1952	Sailors on a Canadian destroyer off the shores of North Korea sighted two shiny revolving disks race across the sky. They were also picked up on radar.
Aug. 8 1952	This curious case is of a cigar-shaped craft seen by a pilot flying at 10,000 feet over the K-3 area of Korea at night and was filed as Air Intelligence Information Report N. 37-52 dated 25 August 1952. The report does not mention the size of the craft but says, “[Flight] Richmond 18 reports strange non-conventional aircraft passed him 500 yards on starboard wing about 1000 feet higher. Aircraft had ball of fire at the rear with a very long streamer of flame. Object glimpsed at front before passing was not of any type known. Aircraft was going at a very high rate of speed.” The elongated craft was also picked up on radar.
Aug. 23 1952	This report was classified as a possible missile seen by the combat crew of a B-29 on a flight over Sinuiju,

North Korea (which is on the border with China). The object was described as appearing to be 6 to 7 feet long, cigar-shaped and with a reddishorange glow. It was first seen at the 3 o'clock position and traveled upward at a 45-degree angle. Given the small size of this object it would hardly seem to be a mothership of any sort and probably was a cigar-shaped missile of some kind, probably made in China.

Oct. 16, 1952 — Soon after sunrise two pilots on a combat mission over Korea in a T-6 aircraft saw a metallic silvery round object. The oncoming UFO, which was on the right side and at the same altitude as the aircraft, suddenly seemed to stop when abreast of the aircraft. Then, as the aircraft banked right toward it, it accelerated away at an estimated 800 mph. They thought that it was about 25 feet in diameter and had no visible means of propulsion or vapor trails. It suddenly accelerated and flew out over the Sea of Japan at 800 miles per hour and out of sight.

Nov. 15, 1952 — When first seen, the UFO was below the pilot and moving north about five miles. Then it turned 180 degrees and headed south and climbed. When he banked toward it the perfectly spherical, silver UFO banked into a left hand orbit around the airplane.

Feb. 10, 1953 — A UFO was sighted from the ground by a sergeant who watched as a light in the sky headed for the ground and then stopped abruptly and moved back and forth. The light also flashed from red to white.

Feb. 27, 1953 — A UFO was sighted (visually and on radar) which changed altitude and accelerated away from the jet airplane.

April 29, 1953 — A metallic disk approximately the size of an F-80 fighter jet was seen by the crew of American battleship *General A. W. Brewster* which was on its way to Korea from San Francisco. It had nearly reached Korea when at five in the afternoon officers on deck sighted the UFO at the three o'clock position at about 2,000 feet in the air below the clouds. The object seemed to "remain stationary for a few seconds, then turn at right angles towards the ship, gain altitude and travel in an arc to a position of five o'clock disappearing through the clouds aft of the ship." Witnesses said that it flew faster than a jet aircraft.

So we can see that many of the incidents that were happening over Germany at the end of WWII were also happening in Korea and the Sea of Japan. Were some of these craft, Vril craft from the descriptions, coming from a secret base in Japan? It is a fascinating thought.

What were these craft doing? In the second incident described by Haines we actually have a glowing flying saucer attack a small ground base with a beam weapon. Such reports are few and far between but they do occur. There is the famous case of a flying saucer attacking a Brazilian army base that I describe in my book *Haunebu: The Secret Files*.

But after this beam weapon attack the flying saucers seen over Korea and the Sea of Japan are not attacking American positions. Rather, they are dancing around in the sky and saying "Look at me!" and "See what I can do!" Indeed, the silvery objects hover for a few moments and then zip around the sky for a few minutes and then disappear. This sort of UFO aerial ballet is seen in South America constantly, even to this day.

It is tempting to speculate as to what might have been happening as far as UFOs were concerned during the Korean War. First of all, some of this activity was over the Sea of Japan and things were somewhat unsettled in Japan immediately after the war. Many Japanese in the Philippines and other areas refused to surrender to Allied troops. The early Japanese attitude toward the American

military occupation of their once powerful country was one of quiet defiance, and Americans in Japan were largely shunned.

The cooperation between Germany and Japan during the war was considerable and historians have continued to argue about just how many submarine voyages and long-range aircraft trips were made to Japan. The Japanese themselves had built some very large cargo submarines that went from Japan across the Indian Ocean to the Atlantic to rendezvous with German submarines. The Germans had built secret submarine bases in Greenland, the Canary Islands, Antarctica, Argentina and elsewhere. They had also built secret air bases in northern Norway, Tibet, the Spanish Sahara and Argentina.

Had the Japanese also built secret submarine bases in territories that they controlled during the war, apart from extraterritorial bases as the Nazis were wont to do? Indeed, the Japanese controlled a vast area of Asia and the Western Pacific during the war—and still controlled most of this territory at the end of the war. The Allied powers of the Americans, British, Canadians, Australians and New Zealanders had only managed to stop the Japanese moving farther south into the Pacific, plus take some Pacific Islands in order to have airbases closer to the Japanese mainland so they could begin bombing the cities.

So, with all of this territory the Japanese may have built secret submarine bases and underground facilities in the Solomon Islands, New Guinea, or a south Indian Ocean island like Kerguelen Island or Crozet Island. Was there then a secret base in northern Japan that the Japanese and Germans were still using?

Were the Germans flying glowing Vril saucers around Korea trying to mix things up between the Soviet and American pilots? The Soviet pilots may have experienced similar UFO encounters but that secretive regime—a quality passed on to the North Koreans—would not be releasing such information. Except for the early beam weapon attack after being hit by a soldier's bullet, we do not see the craft being particularly aggressive. At the same time, they do fly near to jets and bombers and then streak away, and do not seem to be afraid of these armed craft.

So, if we discard the notion that curious extraterrestrials were buzzing around the Korean War to see what it was all about, then we

have the seemingly simple explanation that this activity was related to postwar Nazi-SS missions that involved the Vril, Haunebu and Andromeda craft. Were they perhaps picking up Japanese collaborators who were trapped in North Korea or Manchuria? Did the secretive Black Dragon Society—sort of the Japanese version of the SS—get hold of some of the Vril craft and use them on special missions? Many of the UFOs that Haines chronicles were seen either coming or going from the Sea of Japan. Therefore, it seems likely that these craft were coming from Japan and I think that it is unlikely that they were coming from any base in Korea. They were either there to harass Soviet and American aircraft or to pick someone up and bring them to Japan in a very covert manner.

The secret SS airbase in Tibet discussed in my earlier books was probably still functioning in the early 1950s and this is another base that the Vril and Haunebu craft may have been using. As the Korean War calmed down in 1953 so did the UFO activity. UFO activity did continue in Japan for decades and still occurs today. Pakistan, India, Tibet and China also changed considerably in the decade after WWII and by the mid-1950s one would think that the SS airbase in Tibet would have been abandoned. Most of the functioning SS assets were probably moved to South America around this time.

Chapter 4
The Green Fireballs

What the devil are green fireballs?
I'd like to know, so would a lot of other people.
—Edward J. Ruppelt, Project Blue Book

In late November and December of 1948 a number of "green fireballs" were seen streaking across the skies of northeast New Mexico. A major encounter occurred on the night of December 5, 1948, when two separate plane crews, one military and one civilian, asserted that they had seen a "green ball of fire" moving across the sky.

The military plane was an Air Force C-47 and a Captain Goede reported seeing the green fireball at 9:35 pm near Las Vegas, New Mexico. The commercial flight, a Pioneer Airlines DC-3, reported the green fireball at 9:35 pm moving through the sky east of Las Vegas. The military crew described the light as like a huge green meteor except it arched upward and then flattened instead of streaming downward. The civilian crew described the light as having a trajectory too low and flat for a meteor, at first abreast and ahead of them but then appearing to come straight at them on a collision course, forcing the pilot to swerve the plane, at which time the object appeared full moon size.

Three days later on the evening of December 8, two investigators for AFOSI (Air Force Office of Special Investigations) saw a green fireball while flying an aircraft in eastern New Mexico. They said it was about 2,000 feet (610 meters) above their craft, roughly resembling the green flares commonly used by the Air Force, though "much more intense" and "considerably brighter." The light seemed to burst into full brilliance almost instantaneously. Their report stated that the light was "definitely larger and more brilliant than a shooting star, meteor or flare." The light lasted only a few seconds, moving "almost flat and parallel to the earth." The light's "trajectory then dropped off rapidly" leaving "a trail of fragments reddish orange in color" which then fell towards the ground.

Dr. Lincoln LaPaz.

New Mexico is a state with notable and sensitive research labs and military bases such Los Alamos and Sandia National Laboratory then called Sandia Base. The Alamogordo nuclear testing site and the Roswell military facilities are in southeast New Mexico and the Air Force was concerned that these mysterious green fireballs were a security risk. Were they meteors or where they intelligently controlled? Were they some new technology from our enemies? At this time it was thought that Germany had been totally defeated and the new enemy was Russia. Were the Russians behind these green fireballs?

The AFOSI consulted Dr. Lincoln LaPaz, an astronomer who was an expert on meteors from the University of New Mexico. At this same time LaPaz witnessed a “green fireball” over Albuquerque on December 12, which was also seen at the Los Alamos Scientific Laboratory to the west. This enabled LaPaz to determine the trajectory of the fireball using triangulation. From this, LaPaz

discovered that the center of the trajectory was straight over Los Alamos. In a classified letter to the Air Force dated December 20, LaPaz wrote that the object moved far too slowly to have been a meteor and left no “trail of sparks or dust cloud” as would be typical of meteors flying at low altitudes.

On January 13, 1949, the following message was sent to the Director of Army Intelligence from Fourth Army Headquarters in Texas:

> Agencies in New Mexico are greatly concerned … Some foreign power [may be] making ‘sensing shots’ with some super-stratosphere device designed to be selfdisintegrating… The phenomena [may be] the result of radiological warfare experiments by a foreign power… the rays may be lethal or might be …the cause of the plane crashes that have occurred recently… These incidents are of such great importance, especially as they are occurring in the vicinity of sensitive installations, that a scientific board [should] be sent… to study the situation.

Two weeks later, on January 30 a very bright and widely seen green fireball streaked across the sky near Roswell, New Mexico. The next day Air Force and Army intelligence informed the FBI that flying saucers and the fireballs were classified top secret. Dr. LaPaz with help from the FBI and military intelligence interviewed hundreds of witnesses. He tried to recover fragments from the fireball by triangulating a trajectory, but was unsuccessful. In fact, were there any fragments to recover?

After his own sighting and from interviewing numerous witnesses, LaPaz concluded that these green fireballs were an artificial phenomenon and may be associated with flying saucers. On February 8, 1949, Dr. LaPaz met with Dr. Joseph Kaplan, a UCLA geophysicist and member of the Air Force Scientific Advisory Board. They decided to have a conference at the Los Alamos laboratory a week later with Air Force and Army Intelligence, the FBI and others that was formally called the “Conference on Aerial Phenomena.”

At the conference the scientists felt that a network of instrument stations should be established in certain places in New Mexico to photograph and analyze the fireballs. By April 1949 similar fireballs—or flying saucers—were reported over a nuclear-weapons storage

facility at Fort Hood in Texas. The intrusions were deemed so serious that the Army quickly set up an observation network around the area. The Air Force, however, did not do this at their bases in New Mexico.

Then, on July 24, a green fireball was observed falling toward the ground near Socorro, New Mexico (the sight of a famous UFO landing some 15 years later). Dust samples were collected from the area where the green fireball was assumed to have hit the ground and analyzed at the Colorado School of Mines. The dust was found to contain large particles of copper.

Dr. LaPaz traces a fireball.

Dr. LaPaz found this highly significant, since copper burns with the same yellow-green color characteristic of the green fireballs. He also noted that if the copper particles came from the green fireballs, then they could not be conventional meteorites, since copper was never found in dust of meteoric origin. LaPaz suggested that further air and ground samples be taken in areas where the fireballs were seen. These soil samples may or may not have anything to do with the green fireballs. No green fireballs were ever seen to hit the ground and no craters were ever found.

Another Los Alamos conference convened on October 14, 1949. Dr. LaPaz and other Air Force intelligence operatives who had witnessed the fireballs attended, plus officers from Project Sign, world-renowned upper atmosphere physicist Dr. Joseph Kaplan, H-bomb scientist Dr. Edward Teller, and other scientists and military brass. The conference concluded, though far from unanimously, that the green fireballs were a natural phenomenon. The conference attendees concluded that though the green fireball source was unknown, their existence was unquestionable. After this conference, secret conferences were convened at Los Alamos and Washington DC by the US Air Force Scientific Advisory Board to study the phenomenon.

On November 3, Dr. Kaplan, the Air Force advisor from UCLA, brought the plan to the Air Force Scientific Advisory Board at the Pentagon. Kaplan by this time had decided the fireballs might be a new type of rare meteor though Dr. LaPaz had a completely different opinion. Nonetheless, Kaplan said, most of the scientists remained puzzled by the brightness, trajectories, and absence of sound. Then in a curious remark which seemed to contradict his meteor hypothesis, Kaplan said, “This high selectivity of direction seems to indicate that some group was trying to pinpoint Los Alamos with a new sort of weapon.” Concerns were expressed at this Pentagon meeting about the possibility of panic and the need for continued secrecy. Was this some sort of postwar Nazi-SS psyop involving flying saucers and green fireballs?

Project Twinkle

The whole green fireball affair got boosted to official status in December 1949 when Project Twinkle was created. Project Twinkle, which was to be a network of green fireball observation and photographic units, was established but never fully implemented. It was discontinued two years later, with the official conclusion that the phenomenon was probably natural in origin.

Among the puzzles were the sudden onset and the high concentration of sightings in New Mexico, quite unlike natural phenomena. Instrumented observations—photographic, triangulated, and spectroscopic—were deemed essential to solving the mystery of the green fireballs.

Meteor expert Dr. LaPaz headed much of the investigation under Project Twinkle on behalf of the military. He had earlier concluded that the objects displayed too many anomalous characteristics to be a type of meteor and instead were artificial, perhaps secret Soviet spy devices. He began to believe in flying saucers as well and became interested in the Roswell crash.

The first instrument post (consisting of two officers) was established at Holloman Air Force Base in February 1950. Only one other instrument post was ever set up. Curiously, the fireball activity near the observation posts seemed to completely disappear, as noted in a report from September: “It may be considered significant that fireballs have ceased abruptly as soon as a systematic watch was set up.”

Over the objections of LaPaz and others, the final report on Project Twinkle concluded the green lights were probably a natural event, maybe sunspot activity or an unusual concentration of meteors. The report stated, “There has been no indication that even the somewhat strange observations often called ‘Green Fireballs’ are anything but natural phenomena.” Twinkle was discontinued in December 1951.

Despite efforts of the final Twinkle report to downplay the fireballs and other studied UFO phenomena as natural, a follow-up report in February 1952 from the USAF Directorate of Intelligence disagreed:

> The Scientific Advisory Board Secretariat has suggested that this project not be declassified for a variety of reasons, chief among which is that no scientific explanation for any of the fireballs and other phenomena was revealed by the report and that some reputable scientists still believe that the observed phenomena are man-made.

The following month, another letter from the Directorate of Intelligence to the Research Division of the Directorate of Research and Development again stated that the report should not be publicly released, since no real solution had been provided:

> It is believed that a release of the information to the public in its present condition would cause undue speculation and give rise to unwarranted fears among the populace such as occurred in

previous releases on unidentified flying objects. This results from releases when there has been no real solution.

LaPaz criticized Project Twinkle as inadequate, arguing the green fireballs were worthy of “intensive, systematic investigation.” Twinkle did manage to record a few events, but the data collected were said to be incomplete in the final Twinkle report. Besides, it was stated, no funding had been provided for follow-up data analysis.

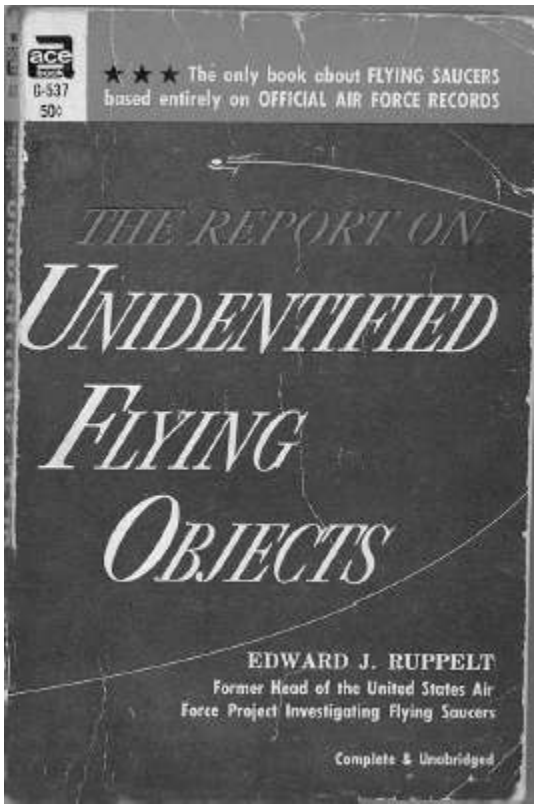
Extraterrestrial Probes from a Spaceship

Edward J. Ruppelt, director of the USAF Project Blue Book UFO study, stated he visited the Los Alamos National Laboratory in early 1952 and spoke to various scientists and technicians there, all of whom had experienced green fireball sightings. None of them believed they had a conventional explanation, such as a new natural phenomenon, secret government project, or psychologically enlarged meteors. Instead, the scientists speculated that they were extraterrestrial probes “projected into our atmosphere from a ‘spaceship’ hovering several hundred miles above the earth.” Such a craft would be identical to the Andromeda craft. This mother ship would be sending green fireballs down to earth—or were the green fireballs brightly lit flying saucers such as the Haunebu or Vril?

A young Edward J. Ruppelt.

Ruppelt commented:

Two years ago I would have been amazed to hear a group of reputable scientists make such a startling statement. Now, however, I took it as a matter of course. I'd heard the same type of statement many times before from equally qualified groups.[44]



Ruppelt further mentioned that he discussed the issue with some of the people who had been at the Los Alamos meeting in February 1949, but did not provide any names. “People who were at that meeting have told me that Dr. LaPaz’s theory was very interesting and that each point was carefully considered. But evidently it wasn’t conclusive enough because when the conference broke up, after two days, it was decided that the green fireballs were a natural phenomenon of some kind.”[44]

Other astronomers besides LaPaz known to have sighted green fireballs in New Mexico during this period were Clyde Tombaugh, who in 1956 said he had seen three, and Dr. Donald Menzel (a member of MJ-12 according to the documents), who said he saw one in May 1949 near Alamogordo. In a letter to the Air Force Scientific Advisory Board, Menzel admitted the phenomenon must be real and expressed puzzlement, wondering why the fireballs should be so confined to New Mexico if they were natural phenomena.

An older Edward J. Ruppelt.

Menzel eventually became a famous UFO debunker and stated he was never puzzled by his sighting, instantly identifying the object as an ordinary meteor fireball.[54]

Besides LaPaz's consultations with the Air Force on the green fireballs, in 1954 he was also involved with astronomer Clyde Tombaugh in a search for near-Earth orbiting satellites on behalf of the Army (several years before Sputnik became the first man-made satellite). In August 1954 a story broke in the press that Tombaugh and LaPaz had found two of the satellites only 400 and 600 miles (970 km) out that had recently come into orbit. Oddly, LaPaz later denied the report though it was clear that he and Tombaugh had worked on this project. This would seem to be a top secret project because it concerns satellites that were in orbit prior to any man-made satellites being officially in orbit.

This brings us to stories of the “Black Knight” satellite that is said to have been spotted mysteriously in orbit in the late 1940s. In fact according to the LaPaz and Tombaugh story, they found two satellites already in orbit around the earth. Who put them there? Was it the Germans? How much did LaPaz know about secret German operations at the end of WWII? Perhaps he was as much in the dark as most people at the time. That the SS was still operating in South America and even Central America in the early years after WWII would have something that most people, including Air Force officers, would have been never suspected.

Then in November of 1951, a month before the official termination of Project Twinkle, a huge flurry of green fireball sightings occurred in the Southwest. One famous sighting was in southern Arizona. Dr. LaPaz was widely quoted saying that such a concentration of fireballs was unprecedented in history. He continued to say that he didn’t believe the fireballs were a natural phenomenon and were therefore artificial. He probably believed, as did the scientists at Los Alamos, that they came as extraterrestrial probes from a spaceship.

After it had been terminated, Project Twinkle was written up in an April 1952 *Life* magazine article titled “Have We Visitors From Space?” The recent green fireball incident over Arizona in November 1951 was mentioned. LaPaz repeated why the fireballs could not be ordinary meteors. The article also described LaPaz’s UFO sighting near Roswell, New Mexico, on July 10, 1947, about the same time as the famous Roswell UFO incident. Also described was a 1949 UFO sighting by astronomer Clyde Tombaugh, the discoverer of Pluto.

Tombaugh said in the article:

> I have seen three objects in the last seven years which defied any explanation of known phenomenon, such as Venus, atmospheric optic, meteors or planes. I am a professional, highly skilled, professional astronomer. In addition I have seen three green fireballs which were unusual in behavior from normal green fireballs... I think that several reputable scientists are being unscientific in refusing to entertain the possibility of extraterrestrial origin and nature.

In an Associated Press article in January 1957 published in the *Alamogordo Daily News* titled “Celestial Visitors May Be Invading Earth’s Atmosphere,” Tombaugh was again quoted on his sightings and opinion about them:

> These things, which do appear to be directed, are unlike any other phenomena I ever observed. Their apparent lack of obedience to the ordinary laws of celestial motion gives credence.

Dr. LaPaz was quoted in newspaper articles in January 1953 saying the green fireballs were artificial devices and might be Soviet missiles scouting the US and other parts of the world. LaPaz was now beginning to think that the green fireballs were coming from some power on Earth, perhaps the Russians. He would later tell people that he thought that they were part of a top secret American project that the military was conducting. Yet, it may have been a third power—that of extraterritorial Nazis—who were conducting their own operations in the American Southwest.

These operations may have involved an Andromeda craft hovering high in the air and releasing Vril craft and perhaps balls of green fire generated by either the Vril or Andromeda craft. It is impossible to get a good idea of the size of these “fireballs” from the reports but some of them are clearly large enough to be occupied flying disks. With all the lights on, so to speak, these craft can look like balls of fire in the nighttime sky. Indeed, they early newspaper reports and articles on the green fireballs and Project Twinkle linked flying saucers and the fireballs together. Dr. LaPaz did so as well.

> There is no real direction here, neither lines of power nor cooperation. Decisions are never really made—at best they manage to emerge, from a chaos of peeves, whims, hallucinations and all around assholery.
>
> —Thomas Pynchon, *Gravity’s Rainbow*

Dr LaPaz and the Roswell Flying Saucers

We know that Dr. LaPaz also investigated the Roswell crash and interviewed a number of witnesses. He was said to believe that the Roswell crash was a space probe, much as he believed the green fireballs to be.

In a very curious FBI document dated March 22, 1950 to the director of the FBI from an agent named Guy Hottel, an informant is

named as having told the agent that three flying saucers had been recovered in New Mexico. The unnamed informant in the report (his name is redacted) would appear to be Dr. Lincoln LaPaz, who was a civilian investigator for the Air Force.

Office Memorandum • UNITED STATES GOVERNMENT

TO : DIRECTOR, FBI

DATE: March 22, 1950

FROM : GUY HOTTEL, SAC, WASHINGTON

SUBJECT: FLYING SAUCERS
INFORMATION CONCERNING

Flying Discs or Flying Saucers

The following information was furnished to SA [redacted] by [redacted]

b7C
b7D

An investigator for the Air Forces stated that three so-called flying saucers had been recovered in New Mexico. They were described as being circular in shape with raised centers, approximately 50 feet in diameter. Each one was occupied by three bodies of human shape but only 3 feet tall, dressed in metallic cloth of a very fine texture. Each body was bandaged in a manner similar to the blackout suits used by speed flyers and test pilots.

b7D According to Mr. [redacted] informant, the saucers were found in New Mexico due to the fact that the Government has a very high-powered radar set-up in that area and it is believed the radar interferes with the controling mechanism of the saucers.

No further evaluation was attempted by SA [redacted] concerning the above.

b7C

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An FBI document dated March 22, 1950 from Guy Hottel about the Roswell crash.

Reads the document, obtained by John Greenwald Jr. and his Black Vault[36] researches:

> An investigator for the Air Force stated that three socalled flying saucers had been recovered in New Mexico. They were described as being circular in shape with raised centers, approximately 50 feet in diameter. Each one was occupied by three bodies of human shape but only 3 feet tall, dressed in metallic cloth of a very fine texture. Each body was bandaged in a manner similar to the blackout suits used by speed flyers and test pilots.
>
> According to Mr.— informant, the saucers were found in New Mexico due to the fact that the Government has a very high-powered radar set-up in that area and it is believed the radar interferes with the controlling mechanism of the saucers.

This story is quite different from other stories about crashed flying saucers in New Mexico like the famous Roswell crash. Now we have three saucers being recovered and high-powered radar is shooting these extraterrestrial craft down. This “high-powered radar set-up” sounds a lot like Dr. LaPaz’s network of green fireball observation and photographic units plus the use of radar around the military bases like Roswell.

But why was Dr. LaPaz telling stories like this—stories that would appear to be obvious disinformation? Did LaPaz really believe what he was telling people, or was he part of a disinformation campaign—knowingly or not? This document has similarities to the MJ-12 documents that were part disinformation. Was LaPaz part of an early disinformation campaign being run by military intelligence that wanted to promote the idea that extraterrestrials had crashed their flying saucers at Roswell? Whether it was one or three flying saucers that were recovered, history could sort that out later.

It does not appear that Dr. LaPaz was a real insider with military intelligence. He worked with them as a civilian astronomer expert on meteors and got involved, through his own efforts, in this green fireball mystery—one that has never been solved.

Sightings of green fireballs continued, though on a much smaller scale, and today it is still thought to be a natural phenomenon, only

now the popular explanation is ball lightening! Why this phenomenon would have suddenly stopped, at least in New Mexico, and why it was concentrated for several years in that state, is never explained. Indeed, if it is and was a natural phenomenon, it would continue to occur, much like the Marfa Lights in Texas occur every single night.

It is also interesting that the FBI is concerning itself with flying saucers and the Roswell crash. Why would this be? One would think that such topics are for Air Force Intelligence and other agencies to investigate. What this document shows is that the FBI did not trust Air Force Intelligence and wanted their own investigation into the flying saucers, UFOs and incidents like the supposed Roswell crash or crashes.

Curiously, the Black Vault[36] has other FBI files about Dr. LaPaz and his activities. These other files indicated that Dr. LaPaz was being looked at as a possible communist who was actively trying to subvert Americans with communist propaganda. They ultimately rejected that he was a communist agent and closed his file. Yet, it is curious that various individuals thought it prudent to make a report to the FBI about Dr. LaPaz's perceived activities.

According to Ruppelt and Project Blue Book, the green fireballs reappeared almost three years after Project Twinkle had been cancelled, in September 1954. One fireball the size of a full moon was seen streaking southeast across Colorado, lighting up Denver, and into northern New Mexico. It was then reportedly seen by thousands at a football stadium in Santa Fe. Dr. LaPaz was called back in by Air Force Intelligence to investigate the incident, but told a reporter that he did not expect to find anything as he knew was typically the case.

From April 3 to 9, 1955, five green fireballs were reported in New Mexico and two in northern California. At least three were reported within minutes of one another in the midmorning of April 5. LaPaz stated, "This is a record… I'm sure the yellow-green fireballs aren't ordinary meteorite falls. I've been observing the skies since 1914, and I've never seen any meteoritic fireballs like them."

STANDARD FORM NO. 64

Office Memorandum • UNITED STATES GOVERNMENT

TO : DIRECTOR, FBI

DATE: July 25, 1956

FROM : SAC, ALBUQUERQUE (105-169)

SUBJECT: DOCTOR LINCOLN LA PAZ
IS-R

Re El Paso letter dated June 4, 1956.

Official records of the University of New Mexico reflect that Doctor LA PAZ is presently associated with the University of New Mexico as a professor of Mathematics and Astronomy as well as director of the Division of Astronomy and the Institute of Meteoritics.

A review of Albuquerque files concerning captioned subject reflects the following information:

LA PAZ is mentioned in the report of SA J. PHILLIP CLARIDGE dated October 10, 1951 at Albuquerque in the case entitled [redacted] Bureau file [redacted] In this regard LA PAZ had made an examination of a piece of metal in his University capacity.

LA PAZ, on October 17, 1949, was a complainant concerning individuals in the educational field of whom he was suspicious.

By letter dated March 10, 1952 to the Bureau captioned UNITED NATIONS EDUCATIONAL, SCIENTIFIC AND CULTURAL ORGANIZATION, INTERNATIONAL ASTRONOMICAL UNION, the Bureau was advised that Doctor LA PAZ had complained concerning individuals of whom he was suspicious. It was pointed out in this letter that Doctor LA PAZ has received press attention in connection with his work involving tracing of fire balls.

By letter dated November 10, 1952, the Portland Office advised concerning a complaint received about a "LINCOLN LA TAZ," a professor at the University of New Mexico. This complaint was received by Portland from one [redacted] who, Portland advised, was considered by his associates as a "screw ball." [redacted] complaint concerning "LA TAZ" was that LA TAZ had talked with him about Communism and in the opinion of [redacted] was at least a Communist sympathizer.

A memorandum dated May 11, 1950 by then ASAC CARY CARLTON reports the fact that a Commander, [redacted] University of New Mexico, N. R. O. T. C., had furnished ambiguous information concerning LA PAZ, pointing out that some people felt that LA PAZ was too inquisitive and had no real reasons to visit the restricted areas such as Los Alamos or Sandia Base, New Mexico.

2 - Bureau (RM)
1 - El Paso (105-0) (RM)
1 - Albuquerque (105-169)
FFJr/sng
(4)

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED DATE 2-5-99 BY SP4 BJA/LSM #42067

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An FBI document dated July 25, 1956 concerning the activities of Dr. Lincoln LaPaz.

Things died down after that and essentially there were not any more major fireball incidents in the Southwest. Dr. LaPaz was known to be involved in the Lonnie Zamora UFO incident in 1964 in Socorro, New Mexico. In that incident a Socorro policeman named Lonnie Zamora claimed that he saw a small egg-shaped object land, saw two humanoid figures near the object, and then when he approached to within 50 feet (15 meters), the object took off vertically and rapidly disappeared. LaPaz interviewed policeman Zamora and later vouched for him as a witness.

It seems at this time, Dr. LaPaz was being the “good cop” investigator who was friendly with Zamora and told him that he believed what the witness was saying, no matter how incredible it might be. Dr. LaPaz may have been sympathetic to officer Zamora, who was getting a lot of pushback from what he witnessed, and LaPaz seemed inclined to want to believe the extraterrestrial theory.

One has to wonder about this brief but famous incident. It appears to be the classic “little men from Mars” who jump out of their high-tech craft to take some soil samples when suddenly they see that someone is watching them—in this case a policeman and it is broad daylight. Was there something of a set up with Dr. LaPaz and his investigation of the Socorro UFO incident? Did military intelligence know more about the incident than they told LaPaz?

Perhaps this was a “saucer psyop” meant to promote the little green men paradigm in the UFO world. It may have been a German/Third Power psyop or just as likely an American one. Nothing similar has really happened in the US in decades afterward, though similar encounters have been said to occur in South and Central America. Coral Lorenzen chronicles some of these in her 1962 book *Flying Saucers: The Startling Evidence of the Invasion From Outer Space.*[17] I recount several of them in my 2021 book *Haunebu: The Secret Files*.[52]

The last we hear of Dr. LaPaz is in 1965 when he was visited by astronomer Dr. J. Allen Hynek, a consultant to the Air Force’s Project Blue Book. At the time Hynek was also investigating the Socorro UFO incident. According to Hynek, LaPaz felt the fireballs were the

most important part of the UFO phenomenon. He remained convinced that the fireballs' anomalous characteristics had never been adequately explained by the official investigation. LaPaz continued to think the green fireballs were artificial, but now believed the fireballs, and also the Socorro craft, to be highly secret projects of the US government. He also accused Hynek, Project Blue Book, and others of being part of "a grand cover-up for something the government does not want discussed."

So, it is interesting to note here that Dr. LaPaz told Dr. Hynek that it was all a grand cover-up or conspiracy. What was it that the government didn't want discussed? Was it UFOs, flying saucers and fireballs in general or was their more to it? Was it a security threat that involved a hostile power—that of extraterritorial Nazis with their Haunebu, Vril and Andromeda craft? Dr. LaPaz at some point, perhaps during his Soccoro investigation in 1964, came to believe that he was completely "out of the loop" and was being used as a pawn by military intelligence. The FBI, as usual, was trying to figure out what was going on as well.

The website handwiki.org has a lot of information on the green fireballs and Dr. LaPaz and the above incident involving Dr. Hynek. This website also has a partial list of other green fireball incidents outside the US, but they appear to be few and far between. (handwiki.org/wiki/Unsolved:Green_fireballs).

In 1983 a Royal Air Force pilot had a near collision with three unusual green fireballs near Manchester, England, and fireballs were also sighted near a nuclear power plant in Suffolk in 1983.

In the summer of 2011 there was a sighting of a green fireball in Cold Lake, Alberta, Canada. Cold Lake notably has the largest air force base in all of Canada. After several local protests in the 1980s, Cold Lake no longer has nuclear weapons, however it was once a nuclear-armed base. Some of the green fireballs that had been seen in New Mexico in the early 1950s were spotted near nuclear facilities.

On October 31, 2016, a green fireball was witnessed in the predawn skies of Niigata Prefecture in northern Japan. Then on November 22 of that year another fireball was spotted in Kildare, Ireland. A few days later on November 26, 2016 another green

fireball was spotted just north of Calgary, Alberta in the early evening.

Around that same time (no date given) in South Africa, a green UFO was spotted 1,000 feet in the sky above the famous surfing spot Jeffreys Bay. The story is that a Boeing 737 cargo aircraft captain and co-pilot, flying eastward from Cape Town International Airport to Port Elizabeth International Airport, reported seeing what appeared to be a green object increasing in altitude past the cockpit of their jet, reaching to about a thousand feet into clouds above them, and then returning towards earth at high speed past the cockpit of the plane."

The National Sea Rescue Institute (NSRI) spokesperson Craig Lambinon said, "The sighting was reported to air traffic control at Port Elizabeth International Airport who requested NSRI's assistance to investigate the possibility that an aircraft or craft may be in difficulty." Lambinon said the NSRI's Jeffreys Bay team monitored the matter throughout the night. "The green object has not been seen since and there are no reports of anyone, or craft or aircraft overdue or missing."

So, what are we to make of the green fireballs over New Mexico and elsewhere? Just some odd meteoric phenomenon or ball lightning that we don't understand yet? This seems to be what military intelligence wants us to believe. When looking at the many incidents as a whole and the fact that the incidents stopped happening—almost completely—plus Dr. LaPaz's constant insistence that this was not a natural phenomenon, we have to seriously doubt the official explanations. He died at age 88 in Albuquerque on October 19, 1985 having never retracted his statements about the green fireballs.

It is clear that something was going on with the green fireballs and that it was associated with UFOs. It seems that these fireballs may have been brightly lit Vril craft swooping down over New Mexico and other areas. They may have had a couple of functions, such as:

1. To scout and harass the nuclear-armed bomber fleet at Roswell.
2. To be used as a psyop against the Americans, letting them know: "We're back!"

Also, the whole concept that was espoused by workers and witnesses at Los Alamos labs about the green fireballs that they saw being space probes coming from a mother ship seems to be one that would fit the theme of this book. Although these craft are capable of long hours of flight and great distances, it is more likely that an Andromeda craft, holding up to five disk craft inside it, would hover in the outer atmosphere and then discharge the circular Vril craft to swoop down at the Earth, fly across New Mexico and fly near a military installation and then swoop back up into the upper atmosphere and meet with the mother ship. The green glow maybe a natural function of the high voltage plasma nature surrounding the discoid craft, especially when seen at night. The mothership would then probably fly to the south to one of the secure bases in South America or Antarctica.

There is a certain amount of speculation on the Internet that the green fireballs may have had something to do with clouds of fireballs generated after a nuclear test. One of the problems with this theory is the fact that the fireballs never hit the ground but went parallel to the ground and then turned upwards. Another problem with this theory is that all the atomic tests that would have been conducted to generate these fireballs would have been illegal secret atomic tests. This is just too many secret atomic tests going on in New Mexico at any one time.

Another interesting bit of trivia about green fireballs is the Lockheed SR-71 Blackbird emits green fireballs when igniting! How cool is that? But, does this have anything to do with the large green fireballs seen in the early 1950s? Probably not.

So, we have a curious episode involing green fireballs that has never been “solved.” It occurred a few years after the end of the WWII and it apparently involved flying saucers. Instead of saying that swamp gas was causing these incidents, the military decided to call it green fireballs and say they were an unknown type of meteor. The UFO activity had begun a few years before in the Americas and Europe and gotten a certain amount of press. The green fireballs amounted to even more unwanted press on the subject. The military had thought that the foo fighter activity had stopped with the end of

the war. Now they were back. And as we know, where there's foo—there's fire!

Chapter 5
The Strange Case of Rheinhold Schmidt

The object of life is to make sure you die a weird death. To make sure that, however it finds you, it finds you under very weird circumstances.
—Thomas Pynchon, *Gravity's Rainbow*

In 1950 World War II had been over for five years, but the threat of remnant Nazis still loomed large in the minds of Americans after the war. Nazi infiltrators were suspected to reside in many big cities and Nazi activities in South America were occasionally featured in newspapers, magazines and movies. The Men in Black mythos was to begin in the late 1950s and these "agents" were variously thought to be Nazis, government officers (such as Air Force Intelligence), or extraterrestrials—probably from Mars or Venus.

As the UFO decades of the 1950s and 1960s rolled on there were a curious number of "German speaking aliens" that cropped up from time to time. On the Hollywood screen there was the serial *Flying Disc Man from Mars* produced in 1950, that featured ex-Nazis working with Martians and their "flying discs."

Around this same time a German-speaking Polish-American named George Adamski was lecturing about Eastern philosophy and the space brothers at Palomar Gardens near San Diego, California. He suddenly boosted his career by printing and selling astonishingly clear photos of a cylindrical submarine-like airship that looks very much like the Andromeda craft. We will explore his story in detail in this chapter.

Plus, we will look into the strange incident involving the German-speaking pilots of a cigar-shaped spaceship that occurred in 1957 when a local man named Rheinhold Schmidt became a "contactee."

First, let us look at the curious 1950 serial *Flying Disc Man from Mars*.

The German-Nazis from Mars

Flying Disc Man from Mars is a 12-chapter, black-and-white science fiction adventure serial made by Republic Pictures. In 1958, Republic combined re-edited versions of this serial's episodes and

released them as a single feature under the new title *Missile Monsters*.

The plot, bizarrely, involves Martians and Nazis with flying saucers. The movie stars Walter Reed as a pilot who survives the downing of his plane by a death ray developed by a former Nazi scientist named Dr. Bryant who is now working in the United States.

In the beginning of the series, a strange craft spying on industrialist Dr. Bryant's plant is brought down by Bryant's new atomic ray. Bryant meets the one survivor... Mota from the planet Mars! Not exactly benevolent, Mota enlists the aid of Bryant in a scheme to bring Earth under the control of a supreme dictator, for its own good of course, using advanced atomic weapons. But their attempts to steal uranium alert Kent Fowler of Fowler Air Patrol, who sets out to single-handedly foil the villains.

Fowler (Walter Reed) manages to get caught up in a number of hair-raising events while working security for atomic industrial sites, as the henchmen of the Nazi scientist Dr. Bryant help Mota take over the Earth. The Martian's special UFO base is inside an active volcano. Pilot Fowler manages to survive at the end of each serial chapter by bailing out of whatever vehicle he is flying or driving at the time. In the end, he chases the cabal to the secret UFO base for the final victory fight scene inside the hangar where the Martians and Nazis are stopped for good.

It is not a particularly good serial and is memorable mainly because the plot is vaguely about Nazi flying saucers and the time period—1950—is only five years after the war and only three years since the 1947 UFO waves that were experienced in Europe, the Americas and all over the world.

While there were stories of some UFO occupants having "German accents," it would seem that only top intelligence officers in the CIA, Naval Intelligence, and MJ-12 would have known about the actual Nazi survivors, their secret bases, their black submarines and their flying saucers. But, here was Hollywood echoing this very top secret information of Nazis and flying saucers—along with Martians. This may have been a blatant attempt to implant in the minds of Americans and others the idea that the recent flying disk hysteria was a threat from Mars and Nazis, making the notion of Nazi flying saucers even more ridiculous to the public, since they had now seen it at the movies.

Or is it that some sly propaganda was inserted into a typical Hollywood production to give some popularity to the notion of flying saucers and that they were flown by Nazis? The only thing that would have made the movie even stranger would have been if the Martian flying saucer base had been in Antarctica. This might have been difficult to film, so instead a model volcano was built for the secret flying disk base. This volcano base was apparently somewhere in Mexico where there are several active volcanoes, or perhaps in some Central American country where there are also numerous volcanoes.

The whole concept of a James Bond-style secret base in Central America complete with Nazis and their death rays surfacing in 1950 seems like more than just a coincidence. The James Bond movies themselves, a few decades later, also gave hints of secret Nazi bases, flying saucers, and a third power made up of escaped Nazis and powerful industrialists. The popular American television show *The Man from UNCLE* was similarly about a Russian-American alliance to combat a third power that was called THRUSH. This worldwide group was a thinly veiled network of Nazis like the Odessa and the Rat Line.

One of the curious things about this serial is its early date. The flying saucer craze had only just begun a few years earlier and already here was a serial of Nazis and “flying disc men from Mars.” In 1950 the Nazis were being connected to the flying saucer phenomenon that was weekly in the news. Later, this would all change, and mention of Nazis with flying saucers would disappear from the Hollywood promotional narrative. This narrative would become an “invasion from space” narrative that not only included Martians invading the Earth, but also aliens from scores of other planets and star systems out there.

Let us now look the curious claims of George Adamski.

George Adamski and the Venusians

George Adamski and the Venusians is a curious tale. Adamski was born in Bromberg in the Kingdom of Prussia, German Empire, in 1862. He was one of five siblings born to ethnic Polish parents who immigrated to the United States when he was two years old, settling in New York City. From 1913 to 1916, beginning at the age of 22, he was a soldier in the 13th US Cavalry Regiment (K Troop) fighting at the Mexican border during the Pancho Villa Expedition.

In 1917, he married Mary Shimbersky and they moved out west. Adamski did maintenance work in Yellowstone National Park and worked in an Oregon flourmill and a California concrete factory. In the 1920s, Adamski was living in Southern California and became interested in Theosophy. A branch of the Theosophical Association, founded by Helena Blavatsky, had split off from the original Theosophical group and had relocated to the Los Angeles area and then to the La Jolla, San Diego area. It was popular in the 1920s and 30s, and Adamski took interest in this and became a minor figure on the California occult scene, teaching his personal mixture of Christianity and Eastern religions, which he called “Universal Progressive Christianity” and “Universal Law.”

Adamski then founded his own religious order called the “Royal Order of Tibet.” Says Wikipedia:

> In the early 1930s, while living in southern California, Adamski founded the “Royal Order of Tibet” in Laguna Beach, which held its meetings in the “Temple of Scientific Philosophy.” Adamski served as a “philosopher” and teacher at the temple. The “Royal Order of

Tibet" was given a government license to make wine for "religious purposes" during Prohibition; Adamski was quoted as saying "I made enough wine for all of Southern California… I was making a fortune!" However, the end of Prohibition in 1933 also marked the decline of his profitable wine-making business, and Adamski later told two friends that's when he "had to get into this [flying] saucer crap."

In 1940, Adamski, his wife, and some close friends moved to a ranch near California's Palomar Mountain, where they dedicated their time to studying religion, philosophy, and farming. The Adamskis had no children, but instead gathered something of a commune around them, including some who were wealthy. One of these wealthy students of Adamski and his Royal Order of Tibet was a widow named Alice K. Wells.

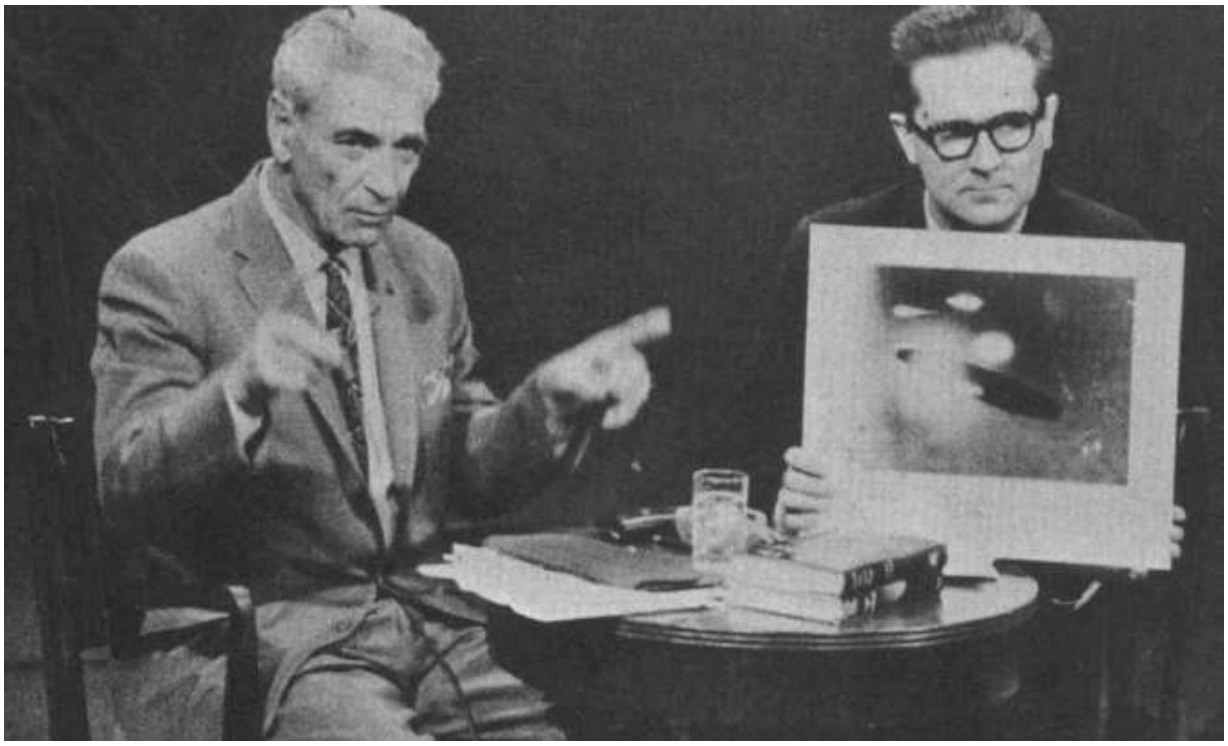
With her help the Adamskis purchased 20 acres of land at the base of Palomar Mountain, where they built a new home, a campground called Palomar Gardens, and a small diner called Palomar Gardens Cafe. At the campground and diner, Adamski "often gave lectures on Eastern philosophy and religion, sometimes late into the night."

He built a wooden observatory at the campground to house his six-inch telescope, and visitors and tourists to Palomar Mountain often had the false impression that "professor" Adamski was connected to the famous Palomar Observatory, an impression he did little to avoid.

Then on October 9, 1946, during a meteor shower, Adamski and a group of friends claimed that while they were at the Palomar Gardens campground, they witnessed a large cigar-shaped mothership. A few months later, in early 1947, Adamski claimed he took a photograph of the same cigar-shaped mothership crossing in front of the moon above Palomar Gardens. Then, in the summer of 1947, following the first widely publicized UFO sightings in the US, Adamski claimed he had seen as many as 184 UFOs pass over Palomar Gardens during one evening.

Adamski, like all Theosophists, believed in reincarnation, ancient Masters and Adepts, secret brotherhoods, Atlantis, plus the notion that all planets had life on them, whether on this physical plane or on

another subtler plane. The Swedish mystic Emmanuel Swedenborg proposed much the same notion—that all the planets were inhabited on one plane of existence or another. In 1949 Adamski changed his lectures from being primarily about Tibetan and Eastern mysticism to lectures that were more about UFOs, extraterrestrials and life on other planets. He began selling his single photo of a cigar-shaped craft over Palomar Gardens and his booklet on the Royal Order of Tibet.



George Adamski with Long John Nebel who holds the famous mothership photo.

During these lectures he made fantastic claims, such as “that government and science had established the existence of UFOs two years earlier, via radar tracking of 700-foot-long spacecraft on the other side of the Moon.” He also claimed that “science now knows that all planets [in Earth’s solar system] are inhabited” and “photos of Mars taken from the Mount Palomar observatory have proven the canals on Mars are man-made, built by an intelligence far greater than any man’s on earth.”

But, while most people in the UFO craze of the late 1940s were speculating that the flying saucers and cigar-shaped craft were coming from Mars, Adamski promoted Venus as a planet that was

inhabited and the source of the unusual flying craft being seen in the late 1940s in California and elsewhere.

On May 29, 1950, Adamski claims he took a photograph of five glowing disk craft around a cigar-shaped mothership, similar to the Andromeda craft. Adamski immediately began selling this photograph at his lectures. Adamski then took four photos of a cylindrical craft hovering near Mount Palomar on March 5, 1951 at 10:30 in the morning. The cigar-shaped craft starts putting out smaller glowing discs in the series of four photographs. The last photo shows the dark elongated craft with six glowing flying saucers around it. Adamski copyrighted these photos and began to sell them at his lectures. These photos seem pretty authentic and it may be that Adamski genuinely took these photos as he claimed, although such an incident would have had to have been staged so that he could get such perfect photos.

The year 1952 was a big one for Adamski, and he claimed that on November 20 of that year he and several friends—including the soon-to-be famous writer George Hunt Williamson—witnessed a "submarine-shaped" UFO hovering over the desert north of the town of Blythe, California on Highway 95. This highway runs north and south along the California side of the Colorado River. Today it is a paved road but in the 1940s and 50s it was a dirt road. The spot of their sighting of the craft is marked with a California highway sign today. This part of southeastern California, near the Arizona border, is an especially desolate section of desert with very few inhabitants. This is actually a good place to meet up with a flying submarine-shaped spaceship or a flying saucer.

Adamski and his small group said they saw a large cigarshaped object hovering in the sky to the west. Believing that the ship was looking for him, Adamski is said to have left his friends and to have headed away from the main road. Shortly afterward, Adamski claims, a scout ship landed in the desert near him and the sole occupant of the discoid craft came out and told Adamski through sign language and telepathy that his name was Orthon and he was from Venus. Orthon also indicated that he and other Venusians were worried about nuclear war and its adverse effects on planet Earth

The other witnesses later stated they could see Adamski meeting someone in the desert, although from a considerable distance. These testimonies have been doubted and retracted over the years. It seems that Adamski walked over a desert hill and disappeared for a short time and then returned with his tale of meeting Orthon. No one saw him meet anyone. They had, however, apparently all seen the “submarine-shaped” elongated craft in the sky some time previously that day. Adamski said that this was the craft in the photos taken previously on March 5, 1951.

Adamski described Orthon as being a medium-height humanoid with long blond hair and tanned skin wearing reddishbrown shoes, though, as Adamski added, “his trousers were not like mine.” Adamski said Orthon communicated with him via telepathy and through hand signals.

During the conversation, Orthon purportedly warned of the dangers of nuclear war, and Adamski later wrote, “the presence of this inhabitant of Venus was like the warm embrace of great love and understanding wisdom.” Adamski had met the space brother he had been lecturing about for the last several years. He had the photos of the ships, but now he could claim that he had met the occupants of the cigar-shaped craft that he had photographed earlier.

Adamski had a camera with him but claimed that Orthon had refused to allow himself to be photographed. Rather, Orthon had asked Adamski to provide him with a blank photographic plate, which Adamski did. After Orthon left, he allegedly left shoe imprints of which a plaster cast was made. The imprints contained mysterious symbols, such as the swastika or sun wheel, which Adamski said was a message from Orthon.

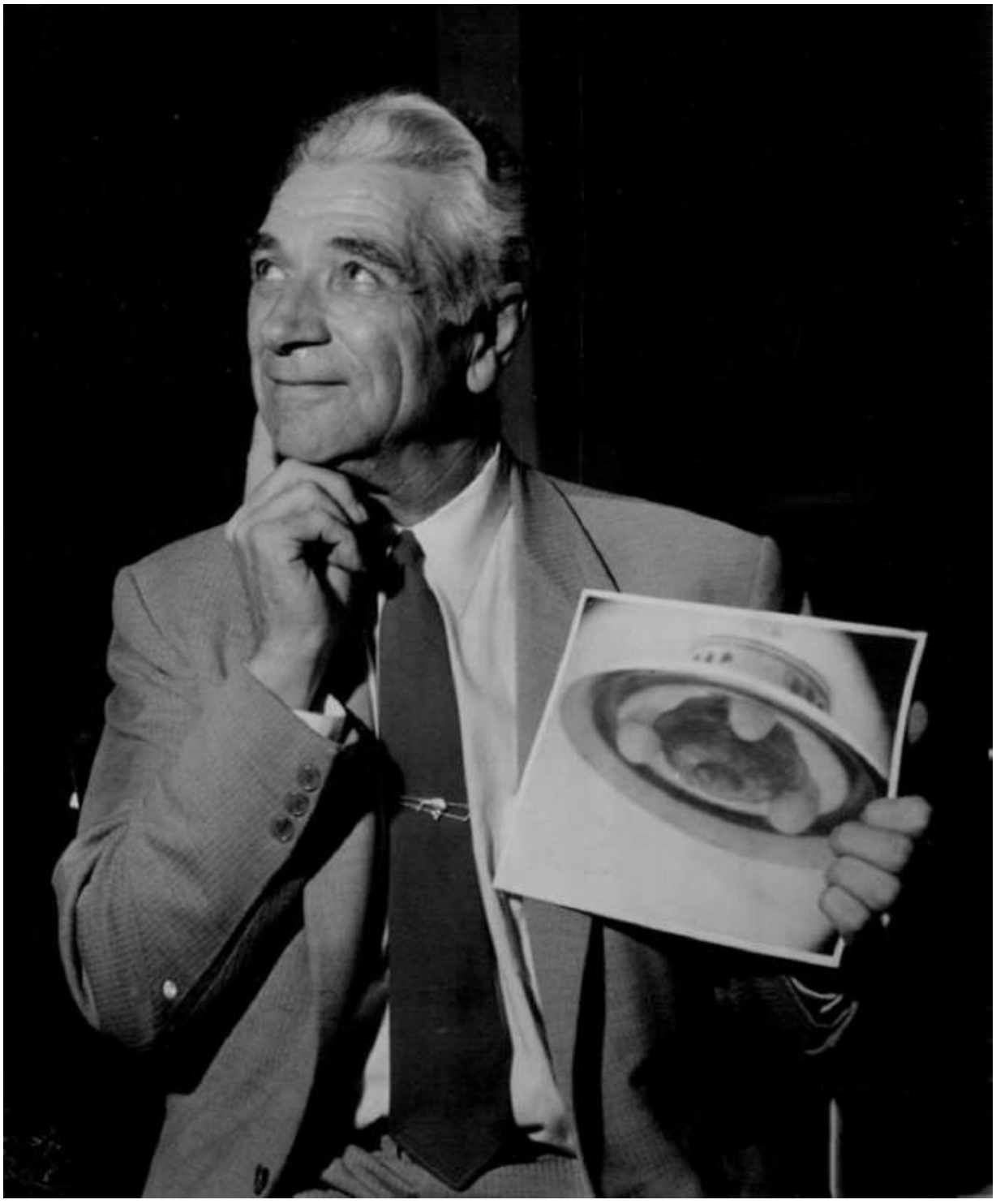
This whole “contact” was said to have taken place on November 20, 1952, and back at Palomar Gardens Adamski claimed that Orthon met him at his campground and returned the photographic plate to him some 23 days later on December 13. The photographic plate contained more “mysterious” symbols, including a central swastika.

It was during this meeting that Adamski is said to have taken the now famous photographs of Orthon’s Venusian scout ship using his 6-inch (150 mm) telescope. Three photographs of the scout ship

have been published in Adamski's book, and all three show a metallic-looking saucer with portholes at very close range, virtually filling the entire frame of the photo. They are quite clear and they show what might be a flying saucer. In many ways the photos look a bit fake and with virtually no background, it is impossible to really tell if they feature a spaceship in flight, or how big the ship might be. At the time, skeptics said the photos looked suspiciously like the top of a "chicken brooder," an incubator for warming newly hatched poultry.

Adamski began selling his new photos along with all of his previous photos and gained more and more attention. Soon, he told people, he would be riding on the ships and seeing things beyond planet Earth. Adamski at one point claimed that he had been invited to a big meeting on Saturn. During this period an Anglo-Irish eccentric named Desmond Leslie struck up a correspondence with Adamski.

In need of money and keen to create a bestseller, Leslie had written a manuscript about the visitation of Earth by aliens. Adamski sent Leslie his photos and a written account of his supposed contact with Orthon. Leslie combined the two works into the 1953 co-authored book *Flying Saucers Have Landed*. The book became a bestseller, and brought both Adamski and Leslie news media attention. Many considered the book "a key text of the New Age movement."



George Adamski holding up a photo of the saucer he claimed he rode in.

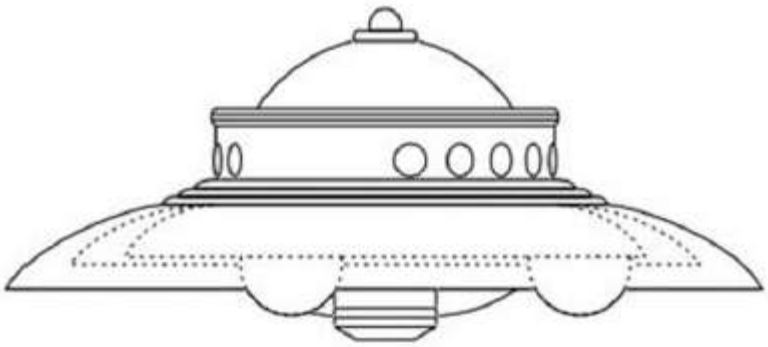
The following year Leslie visited Adamski in California, and claimed to witness several UFOs with him. Leslie described one of them in a letter he sent to his wife while he was in San Diego:

… a beautiful golden ship in the sunset, but brighter than the sunset… It slowly faded out, the way they do.

Flying Saucers Have Landed claimed Nordic aliens from Venus and other planets in Earth's solar system routinely visited the Earth. According to the book, Orthon and other aliens were worried that nuclear bomb tests in the Earth's atmosphere would kill all life on Earth, spread radiation into space, and contaminate other planets. Adamski claimed that Nordic aliens worshiped a "Creator of All," but that "we on Earth know very little about this Creator… our understanding is shallow."

Meanwhile, his wife Mary died in 1954 and Adamski decided to write the next book himself, although it featured an introduction by Desmond Leslie. This book, *Inside the Spaceships*,[50] was published in 1955 and in it Adamski claimed that Orthon arranged for him to be taken on a trip to see the solar system, including the planet Venus, the location where Orthon said the late Mrs. Adamski had been reincarnated. He claimed that in another voyage he met the 1,000-year-old "elder philosopher of the space people," who was called "the Master." Adamski said he and the Master discussed philosophy, religion, and "Earth's place in the universe."

Adamski said he learned that he had been selected by Nordic aliens to bring their message of peace to Earth people, and that other humans throughout history had also served as their messengers, including Jesus Christ. Adamski further claimed that aliens were peacefully living on Earth, and that he had met with them in bars, hotels and restaurants in Southern California.[50]



The Adamski saucer, similar to a Haunebu.

Adamski created an outreach program in 1957 called the Get Acquainted Program (GAP). This organization came about, said

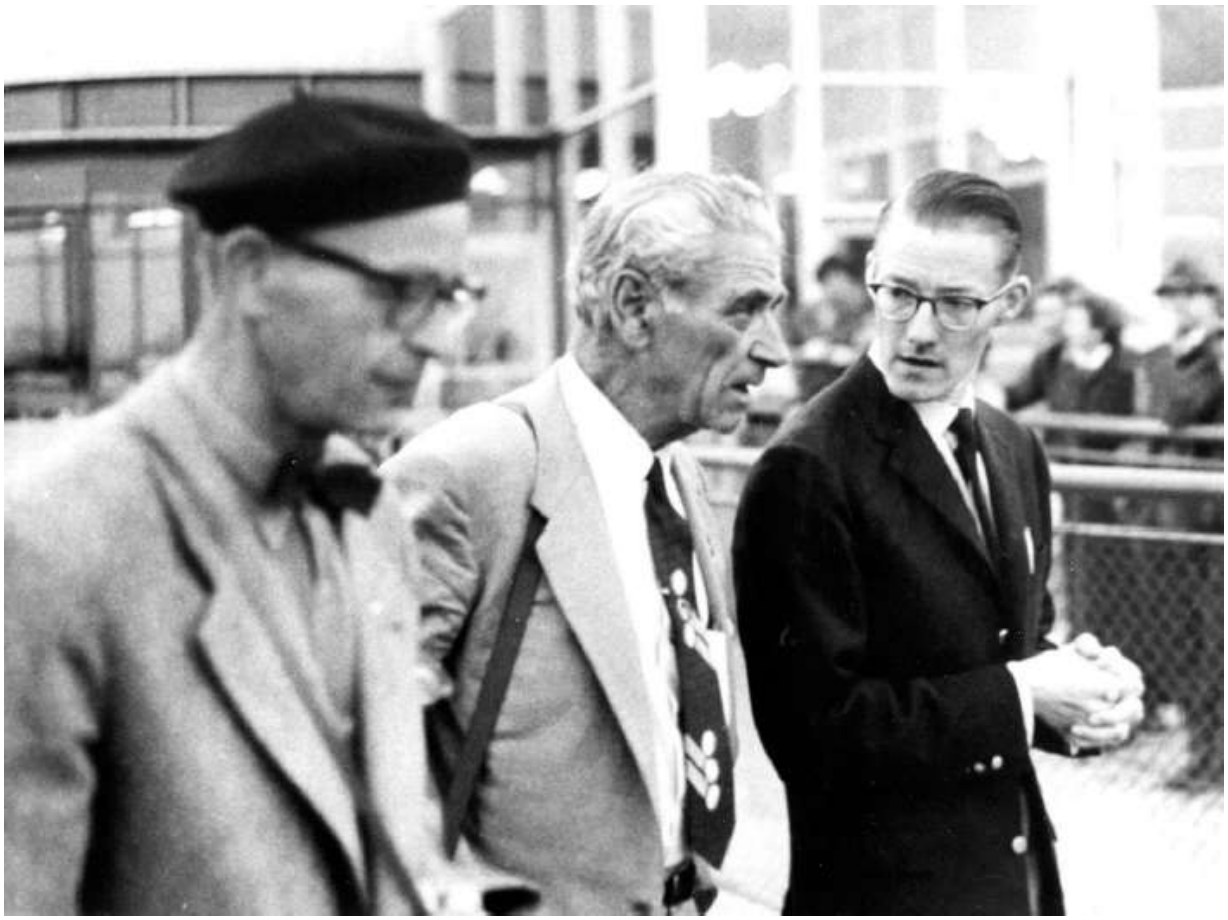
Adamski, when he asked his space contacts for advice on how to deal with the many questions his readers were asking him.

They proposed an international network of correspondents to be called the GAP. One might think that GAP meant the “George Adamski Program.” In a letter to his associates around the world, dated July 15, 1957, Adamski said:

> To help in this movement they have suggested that I ask the help of one or more men and women in each nation, people who have proven their interest and sincerity. In turn, these leaders will need the cooperation of many others throughout their nation. Those in each locality who have already expressed an interest in our interplanetary visitors are to be made acquainted with one another. … Regular group meetings of such friends wherever possible are recommended for discussions and closer friendship toward greater understanding of one another.

At the height of his fame, in May 1959, the head of the Dutch Unidentified Flying Objects Society told Adamski she had been contacted by officials at the palace of Queen Juliana of the Netherlands who advised, “that the Queen would like to receive you.”

Adamski was in Europe at the time on a world lecture tour that took him to Germany, Denmark, France and the UK and he informed a London newspaper about the invitation from the Dutch queen. This prompted her court and cabinet to request that the queen cancel her private audience with Adamski, who was surely a con man. But the queen went ahead with the audience, saying, “A hostess cannot slam the door in the face of her guests.” After the audience, Dutch Aeronautical Association president Cornelis Kolff said, “The Queen showed an extraordinary interest in the whole subject.”



George Adamski with two students in Denmark during his 1959 world lecture tour.

Wire services such as United Press International and Reuters circulated reports of the meeting to newspapers around the world. The Royal Netherlands Air Force Chief of Staff, Lieutenant General Haye Schaper said, “The man’s a pathological case.” *Time* magazine reported that the Amsterdam newspaper *de Volkskrant* said:

> Once again, Queen Juliana’s weakness for the preternatural had landed her back in the headlines: she had invited to the palace a crackpot from California who numbered among his friends men from Mars, Venus and other solar-system suburbs.

In 1961 Adamski’s third book was published, *Flying Saucers Farewell*. His first two books were both bestsellers and Adamski had made quite a bit of money from his books, lectures and sales of photographs.

Wikipedia tells us that back in 1953 USAF Captain Edward J. Ruppelt, the head of Project Blue Book decided to investigate Adamski's UFO claims. He traveled to California's Palomar Mountain and, dressed in civilian attire to avoid attracting attention, attended one of Adamski's lectures before a large crowd at his Palomar Gardens Cafe. Ruppelt concluded that Adamski was a talented con artist whose UFO stories were designed to make money from his gullible followers and listeners, and he compared Adamski to the famed hoaxer, carnival, and circus showman PT Barnum.

According to Ruppelt, by 1960 Adamski's UFO lectures, and in particular his first two books, had made him a wealthy man:

> [His] hamburger stand is boarded up and he now lives in a big ranch house. He vacations in Mexico and has his own clerical staff. His two books *Flying Saucers Have Landed* and *Inside the Spaceships* have sold… 200,000 copies and have been translated into every language except Russian.[44]

Ruppelt humorously noted in the expanded edition of his famous book *Report on Unidentififed Flying Objects*[44] that by 1960 two "beautiful spacewomen" who claimed to be Nordic aliens were dating Adamski, a blonde from Saturn called "Kalna" and another woman named "Ilmuth."

Adamski died of a heart attack, aged 74, at a friend's home in Silver Spring, Maryland, on April 23, 1965. He had just given a UFO lecture in Washington, DC. He was buried in Arlington National Cemetery. His legacy lives on today and a revised and expanded version of his book *Inside the Spaceships* is still in print today.

While only a few old diehards are total believers in George Adamski and his stories of Orthon and the Venusians, his photographs are out there everywhere in popular culture and are some of the most familiar of all UFO photos—of which there are many. What concerns us for this book is Adamski's early emphasis on the "flying submarine" craft that is often referred to as cigarshaped or a mothership (also spelled as mother ship). We can see from the plans of the Andromeda craft, first released in Austria in 1989, that it is very similar to Adamski's craft. Had Adamski actually photographed an Andromeda craft near Mount Palomar? This seems quite possible.

Adamski gave this medalion to VIPs.

For instance, the famous astronomer Clyde Tombaugh saw a silent cylindrical UFO with a row of six or eight rectangular lights along the side while watching the stars on the night of August 20, 1949 near Las Cruces, New Mexico. He later said, “I doubt that the phenomenon was any terrestrial reflection, because... nothing of the kind has ever appeared before or since... I was so unprepared for such a strange sight that I was really petrified with astonishment.” Naturally, he was completely unaware of the Andromeda craft. This flyover of his camping site in the southern New Mexico desert may have been intentional.

Joseph Farrell writes extensively on George Adamski— who spoke German—and his odd contacts in bars, hotels and restaurants with Orthon and other space brothers in his book *Saucers, Swastikas and Psyops*.[38] Farrell maintains that Adamski was probably meeting with Germans and German agents in Southern California in the late 1940s and was able to get some photos of some of the secret craft of the “Third Power” of ex-Nazis and industrialists after WWII.

In his book *Inside the Black Vault*[36] John Greenwald Jr. cites from Project Blue Book records that they had a special packet of cards and photos that were to be used when dealing with subjects they were interviewing. The cards were “go to” explanations for all sorts of aerial phenomena and the photos were Adamski’s famous photos,

probably purchased at the Palomar Gardens gift shop and reproduced by the Air Force internally. This is a completely new revelation, that the Air Force and Project Blue Book were using Adamski's photos as props in their efforts to convince UFO witnesses that they were interviewing that they had actually seen some sort of weather phenomenon.

It seems that Adamski's early photos may have been authentic photos taken from Palomar Gardens. Perhaps the photo session had been arranged in advance. They are so similar to other photos of unidentified flying objects, including many other sightings of cigar-shaped flying objects, that we must entertain the notion that they may be real and not faked.

But it is Adamski's activities after this that appear to be completely faked, including the meeting with Orthon and the photos that came afterward. Adamski was able to continue spreading his message from the Royal Order of Tibet about cosmic brotherly love and combine it with good photos of the spaceships that could be sold and put into books. This is what Adamski did that no one before him could do, and that was to combine photos of UFOs with a personal message of utopias on other planets— physical evidence with a spiritual message. And, there was money to be made.

Had George Adamski watched *Flying Disc Man from Mars* in 1950 and decided to get into this disc man from outer space racket? Possibly. But the strangeness would not end there. No, a German-speaking American in Nebraska, at about the time that Adamski's popularity was at its height, was to have his own bizarre meeting with the occupants of a craft that is remarkably similar to the Andromeda craft. His name was Rheinhold Schmidt.

Rheinhold Schmidt Meets Mr. X

Reinhold Schmidt was a German-American who was born in 1897 in Nebraska and grew up there. He died in 1974. Schmidt worked for most of his adult life as a reputable grain buyer and dealer throughout Nebraska and other western states but his life was changed in 1957 when he became a "contactee." Schmidt's experience followed an era that began with George Adamski's first book in 1953. Schmidt claimed the "aliens" arrived in a cigarshaped airship and spoke perfect German.

Schmidt said he met a space captain named “Mr. X” and two beautiful women plus three other men. They all looked perfectly human. They said they were from Saturn and they drank MJB brand coffee. A number of other curious claims were made by Schmidt that seem completely outrageous, such as that the German-speaking “aliens” kept a black MG sports car in their craft to cruise around the towns they visited.

Says Wikipedia about Rheinhold Schmidt:

> He became a contactee after telling of his experience on November 5, 1957 detailed in his book *Edge of Tomorrow*, when while driving through a rural area near Kearney, Nebraska, he noticed a large, cigar-shaped object resting in a field. He was soon escorted inside the space ship, which turned out to be crewed by completely human-looking space aliens, four male and two female, who apparently spoke perfect German and claimed to be from the planet Saturn. “The Saturnians” also claimed to be interested in the recently launched Russian sputniks, and the satellitelaunching plans of the US.
>
> Later Schmidt brought local police to view the “landing site,” where they found deep imprints and some “mysterious green residue.” Like George Adamski and others, Schmidt also claims subsequent visits to the extraterrestrial space ship and many friendly conversations with its learned crew. Schmidt noticed they drank MJB (coffee), and also carried in their cigar-shaped craft an ordinary terrestrial MG sports car, which they used for running errands and buying groceries. (A schematic drawing of the ship’s interior in Schmidt’s later booklet depicts a Volkswagen Beetle, not an MG sports car.) Unlike most space ships the Saturnian ship had large propellers at both ends. Eventually Schmidt got the ride up to earth orbit, and tour of the mothership, that almost all 1950s contactees report.
>
> Schmidt had joined up with Wayne Sulo Aho and John Otto on their lecture circuit across the US, within two months of his reported “first contact.” Unlike the majority of contactees, Schmidt did not seem interested in forming a religious cult, although the Saturnians had the usual Space-Brotherly religious message and

revealed that they had been around to help Jesus, a Venusian, in his mission to earth.

Schmidt relocated to Bakersfield, California, where he continued to present lectures for the next few years, recounting his other-worldly experiences and later sought out elderly women who had been in his audiences and whose addresses he had obtained. He told them that in his rides in the space ship he had observed the location of valuable mineral deposits, including a unique form of quartz crystal that could cure cancer.

Having exhausted his funds in purchasing the site, he now needed quick cash to begin mining the crystals and demonstrating their healing properties. Most of the women he approached quickly came up with several thousand dollars apiece to aid his “space-directed” mission. He collected sums approaching $30,000 before his arrest and conviction on charges of grand theft.

Another good analysis of Rheinhold Schmidt’s claims comes from the entertaining “The Saucers that Time Forgot Blogspot.com” that mentions some good tidbits of information about Schmidt and his activities. Whatever else happened to Schmidt, he seems to have gotten caught up in the contactee movement that was happening and could be quite profitable for speakers who had books to sell and stories to tell. Says the blogspot:

Reinhold Schmidt's official portrait.

Reinhold Schmidt's report came on the wake of the launch of Sputnik 2 and the Levelland, Texas UFO sightings. Schmidt's claim

of a large blimp-like UFO and his car having “motor trouble” before the encounter were similar to the reports from Levelland of electromagnetic effects stopping auto engines. He was paralyzed by a beam of light then he spoke to people from the silver ship. Schmidt’s tale didn’t seem all that outlandish. He wasn’t stating the people were from outer space, he said they wore conventional clothing and spoke “high German” and broken English, which suggested an earthly origin.

The crew was conservatively dressed and all appeared to be between the ages of 45 and 50. The Air Force file states that Schmidt said two of the men had mustaches, one “wore a small mustache (Hitler type).” As for the ship, he described it as cigar-shaped with a flat bottom, about 100 feet long, 30 feet wide and 12 feet high, and it had an interior vertical tube with a propeller near each end. The control instruments had dials with earthly numbers, some of them Roman numerals. There was a lounge area in the ship with a sofa and chairs. The only thing really “alien” about the tale was the inside walls of the ship were transparent, making windows or portholes unnecessary. They didn’t tell him much about them, just that they had made a brief stop to repair their craft. Once that was done, they bid him goodbye. Once the ship was out of sight, he was able to start his auto engine again.

Schmidt later said that, “my own idea at the time was that this was a Russian ship manned by German scientists…” After going back to Kearney he reported it to the police and they accompanied him to the event location where they found trace evidence. That evening, both Schmidt and the police chief were interviewed for local television and radio news shows. One of the interviews was replayed on the Long John Nebel radio show, which was broadcast by the powerful New York station WOR. Schmidt described finding the craft, and said a beam of light came from it that paralyzed him. He said the occupants seemed to glide on a section on the floor like on an escalator, or a “magnetic field.” The interviewer asked Schmidt what he thought it was, and he replied, “I really don’t know, I think it was a ship from another continent, or from a—I really don’t know. I’m sure it wasn’t any of our ships, because in the first place it wouldn’t have used that beam...” Police Chief

> Thurston Nelson joined the interview and said he was notified just before 4 PM about the “space ship.” He said it “seems fantastic,” but he checked the site with several people, inspected it and he said, “I am positive the man definitely saw the ship. ...definitely there were tracks there.” He described finding four leg impressions, 1 foot in diameter, and footprints of men, and said, “oil leaked out of the ship.” A sample was taken for analysis, a thin green oil like castor oil. He called the FBI in to investigate. The term flying saucer was not mentioned, just “space ship.”

Indeed, the craft that Schmidt claimed he had seen was a cigar-shaped craft, not a flying saucer at all. In fact, Schmidt never claimed that he was ever in a flying saucer. Rather he was in a ship that was very similar to an Andromeda craft, though this craft seems to be the smaller version that was built at one of the secret SS bases after the war. Rather than holding a single small Vril craft, this craft was holding an MG sports car (or perhaps a Volkswagen Beetle).

Wouldn’t it be funny if the car that Schmidt had actually seen inside the craft was in fact a Volkswagen Beetle, but since they were already speaking German he might have decided to make their car a British car, instead of a Volkswagen.

Along these lines, it might be good to note that a Volkswagen Beetle would be exactly the small car to carry around with you throughout Latin America and the United States—as well as Europe and Africa. The Volkswagen Beetle was manufactured in a number of Latin American countries during the 1950s and 60s including Mexico and Brazil. The cars were very common and a few fake license plates is all you would need to nonchalantly drive away from a cigar-shaped craft in a rural area.

EXTRA **The Galaxy Press** **EXTRA**

☆☆☆☆☆ INTERGALACTIC SPACIAL NEWS ☆☆☆☆☆

★ SPACESHIPS HAVE LANDED ★

NOTED FLYING SAUCER LECTURER TO APPEAR IN PERSON

Since the completion of his motion picture, "Edge of Tomorrow," which opens for a local engagement soon in this city, Reinhold Schmidt has literally been beseiged with hundreds of offers to make personal appearances throughout the world.

"I've one offer to go to Japan in September, the famous "contactee" said, but then I also have other offers to go to France, Italy, England and India. People all over the world are so interested in seeing this first motion picture that actually relates a true incident in space contact with peoples of another planet, that deciding where to go first is getting to be quite a problem.

Reinhold O. Schmidt

Schmidt was somewhat secretive about how the picture was made and under what circumstances. At a recent private showing for the Hollywood Press, Reinhold challenged them to answer their own questions about the flying saucer used in the motion picture. Those witnessing the picture have literally been left breathless.

Another scene that created a general stir among the celebrated men of the movie capitol was the unusual one of a submarine shot under the polar regions. "Why shots like that can't be seen even by the government," one of the reporters surmised.

"Edge of Tomorrow" marks a milestone in the progress of extra-terrestrial things in that it is the first motion picture ever photographed about a contactee's personal experience -- and all filmed in glorious color making a picture that is truly "out-of-this-world."

But more surprising is the fact that no one in Hollywood can determine the exact geographic location of the scenery. No one, that is, but Reinhold O. Schmidt and his director, but they're not talking.

THE KEARNEY INCIDENT

Few stories in the annals of Flying Saucer History have caused as much controversy as that of Reinhold O. Schmidt's famed "KEARNEY INCIDENT." It occured on November 5,1957 when, while on a grain buying excursion in Nebraska, this California businessman had this unparalleled experience.

First noted was a bright flash which subsequent investigation proved to be a landed space ship. Mr. Schmidt's account of how he was paralized by a pencil ray from the ship and eventually was invited aboard to meet the occupants and ultimately actually took a number of trips in the spaceship makes one of the most fascinating stories that has ever been related ...and it is a story that is fully documented.

Now, the entire "KEARNEY INCIDENT" is presented in motion picture form showing the entire story in detail; all the inside facts and startling revelations from the people of Saturn.

This is a first that every Flying Saucer enthusiast will want to see. It is unlike anything you have ever seen before; never has there been a motion picture like this. Be sure to see this great full length feature motion picture -- EDGE OF TOMORROW -- in flaming color -- when it plays your city. Now on IN PERSON TOUR with Reinhold O. Schmidt.

DOCUMENTARY FILM "EDGE OF TOMORROW" TO BE SEEN AT LOCAL SHOWING

Reinhold O. Schmidt, whose amazing experience with the landed space ship in Kearney, Nebraska -- which catapulated him into international prominence -- adds another first to his fabulous reputation by being the first "contactee in the world to actually have his episode with th people of Saturn documented for theatre release in a motion picture.

Titled, "Edge of Tomorrow," the film during its recent sneak preview at a famous Hollywood Studio won the acclaim of some of the Magic City's most hardened critics.

Filmed in glorious Eastman Color, some of the most breathtaking scenery ever photographed can be seen in the motion picture.

"What about the spaceship sequence in the film," one critic asked Reinhold Schmidt, "was it filmed aboard a real flying saucer?"

The contactee's answer will go down in history as he replied to the hard-boiled newsman, "You're a film man," Reinhold commented "you certainly ought to know a theatrical ship from the real thing."

Scratching his head, the man replied, "Well, I've never seen one exactly like that, and brother, I've seen a lot of movie sets in my day."

In "Edge of Tomorrow" are a host of personalities, some of whom look very much like space beings, but then, this reporter doesn't guarantee that, it is merely his opinion.

"Edge of Tomorrow" is truly a "must see" to all enthusiasts of Flying Saucers and Outer Space as an experience that will always be remembered.

PLAN NOW TO SEE THIS GREAT SHOW

ONE SHOWING ONLY

WILSHIRE-EBELL THEATRE

4401 W. 8th Street — Los Angeles

SUNDAY, MAY 28th at 8 p.m.

Doors open at 7:00 p.m. — Show starts promptly at 8 p.m.

2 LARGE FREE PARKING AREAS
COME EARLY

Admission: **$1.50** including tax

Request this picture for showing in your town

Attend the International Space Project Convention Sept.1,2,3 -Bakersfield Inn, Bakersfield, Calif.

A promotion for Reinhold Schmidt's presentation on his experiences.

Says Schmidt about the inside of the craft in his 1964 booklet, “The Edge of Tomorrow”:

> Besides the leader, there were three men and two women in the ship. The women were sitting behind a big desk on which there was a large frame which enclosed what looked like a viewing screen At the same end of the ship were four columns of colored liquid: red, green, blue and orange. These tubes were approximately four and one half feet high and 6 inches in diameter. The ladies seemed to be watching the liquid very closely as it moved slowly up and own, like the pistons in an automobile. The three men were working on an instrument panel that filled one side of the room. I saw one of them clip off some short wires. The panel was filled with clocks, dials, buttons and switches. In the center was a large screen which looked like our television screens, but it was not working while I was there.
>
> The walls of the ship were about a foot thick and looked glassy. Oddly enough, I could see through them… the sky, the surrounding scenery, even the weeds and brush beneath us were visible! But, I remembered, looking at the ship from the outside it seemed to be made of a solid piece of metal. There were no portholes or windows. The only opening was the doorway.
>
> All of these people had dark hair and what looked like sun-tanned skin. The men were about five-feet-eight inches tall and weighed about 170 pounds. I guessed the ladies’ weight at about 120 pounds, and they were about the same height as the men. They wore light-colored blouses, dark skirts and shoes with medium heels. Both the men’s and women’s clothing were similar to what we find here on our streets. Any one of them could have walked unnoticed among our people. The instrument panel had no name or identification which might have disclosed the place of manufacture, but I did notice some Arabic numerals and some Roman numerals on it. However, there were no other figures or letters of any kind on either the inside or the outside of the ship.
>
> Another thing that fascinated me was the way the crewmen glided, instead of walking, across the floor when they stepped back from the instrument panels! It seemed as though they were on a

moving sidewalk, although I saw no moving parts… and when I tried it, it didn't work!

I wondered if they had something special on their shoes. When these people spoke among themselves they used high German, which I happen to understand, as I graduated from a school in which both German and English were taught. I could speak read and write German at the time, and I still speak and understand it fairly well. But these people all spoke to me in English with a German accent.

Mr. X asked me if I knew anything about the United States' satellite program. When I replied that I did not, he said, "They're planning to send up some satellites, but the first two will never leave the ground. The third will go up, but it won't send back data."

This prophecy has since proved true. The results of those flights were printed in newspapers all over the country.

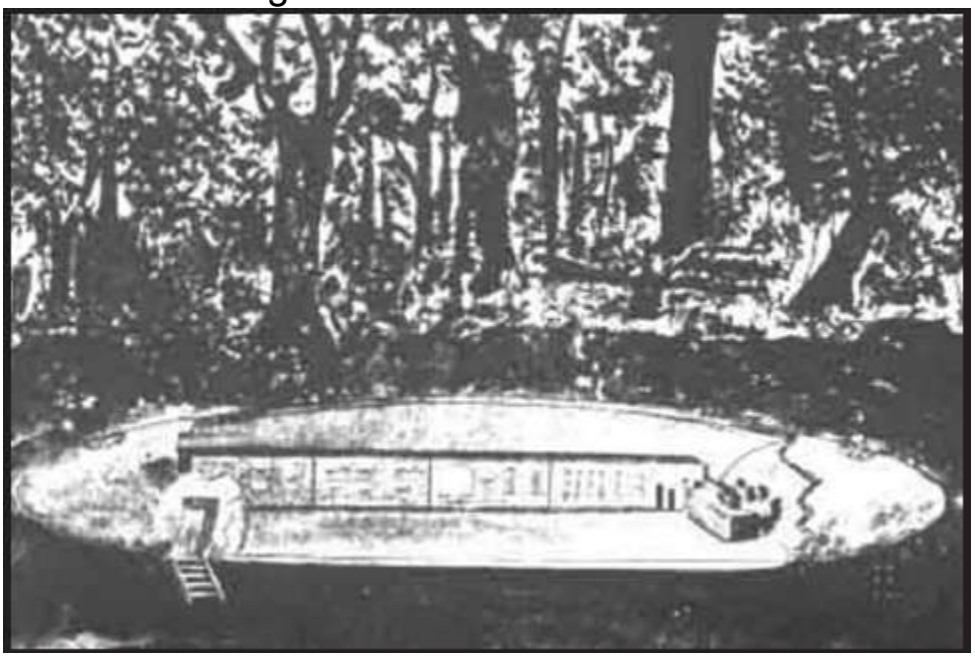
After I had been inside the ship for about half an hour, one of the men who had been working on the panel said to another, "Wir sind fertig," which means, "We are finished." Mr. X said to me, "You will have to leave now." I was relieved to hear that because, frankly, I had been a little bit concerned about ever getting off that ship again! As I stepped onto the ground, the motor started. It sounded like a large electrical one, and it became quieter as it worked up momentum. It ran a few seconds and then the ship took off… straight up in the air! About 12 feet off the ground it turned pitch black. Then at about 100 feet it turned a bluish-green and headed southwest. There was a brilliant flash, and then the ship absolutely disappeared before my eyes! I estimated the ceiling of the clouds that day to be only about 800 feet, but the ship had vanished at about 150 feet. A county official told me later that the craft had stalled a tractor, two cars, and a large truck… all of which had been beneath the path of the ship during its takeoff.

During my first visit aboard the strange craft I had been told not to try to start my car until the ship was out of sight, and that an attempt to do so would be unsuccessful. Now I realized why my car had stalled earlier when I first approached the ship.

So, we find out that a number of cars had been stalled by the glowing cigar-shaped UFO and the local police were aware of this. If

this is all true, and it seems to be, then the local police would be quite interested to hear Rheinhold Schmidt's curious story—as were the FBI.

Schmidt seems to have fabricated his later stories about meeting his space friends and going to Egypt to see the flying saucer that his savior came to Earth in. But the early story from Rheinhold Schmidt has authenticity to it. We know that there was UFO activity that night and a number of witnesses saw the craft and had the electrical systems of their vehicles knocked out while in the vicinity of the craft. Schmidt indicated that they were repairing something on the craft when he had his strange visit.

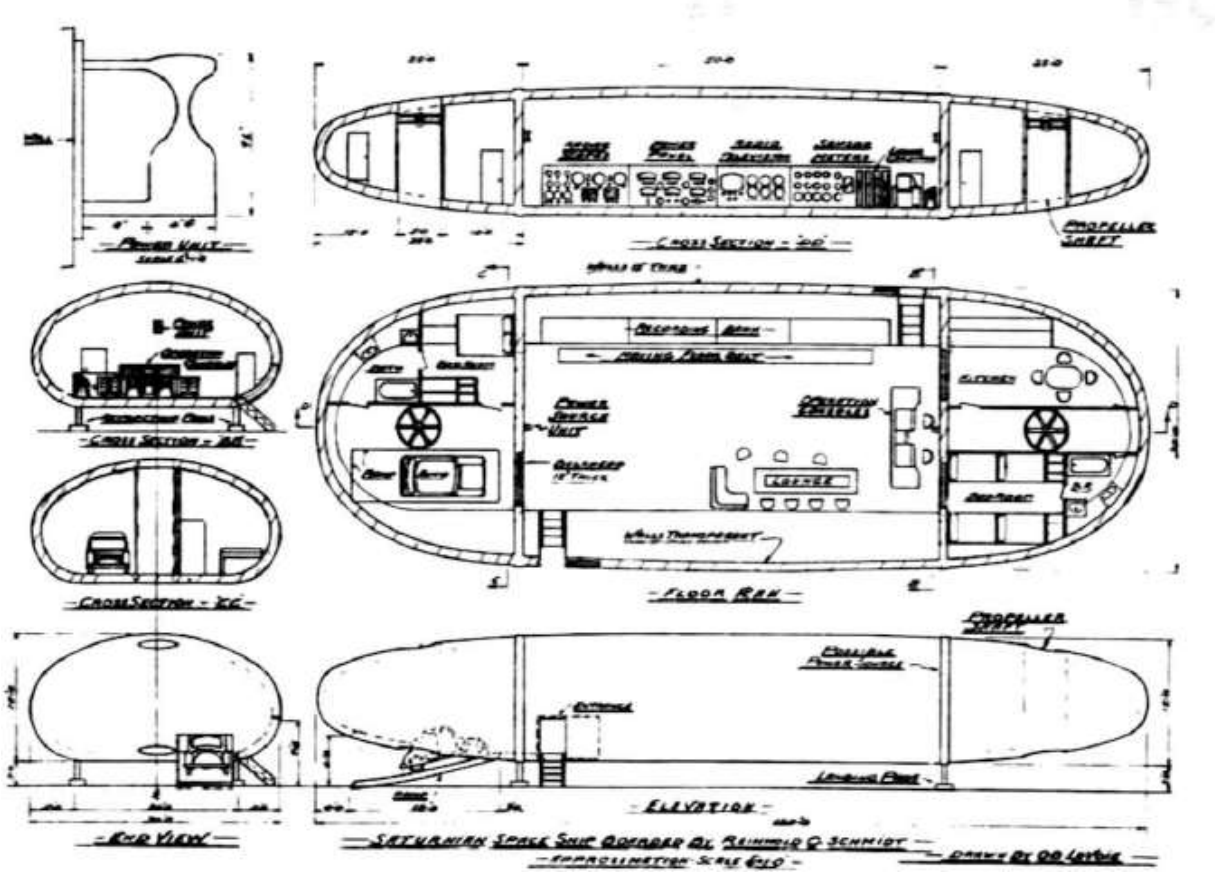


Reinhold Schmidt's drawing of the interior of the craft he claimed he witnessed.

And, why would he make up such unusual incidental information, such as that they spoke perfect German (as well as English) and drank MJB coffee (surely the weirdest alien trivia ever reported, far stranger than the report that Grey aliens like strawberry ice cream)? Schmidt even reports on the German phrase used by the cigar-shaped craft's occupants: "Wir sind fertig." Why would he make this up? They had just finished the repairs on a television-type screen. Schmidt seems to be telling the honest truth to the police and the FBI and clearly doesn't understand it himself. Later he would try to cash in on his newfound fame and it basically got him in trouble. It is

doubtful that he ever had a second encounter with the German speaking Mr. X.

Did Mr. X and his German-speaking crew of five fly off to their base in Central America, South America or Antarctica? What had been their mission while in the vicinity of Kearny, Nebraska? It seems that their friendly encounter with Schmidt was an accident, rather than an arranged meeting. Also, it seems that it was a sheer coincidence that the person that they met in rural Nebraska was the son of Germans who knew German quite well. Schmidt says that they spoke English to him with a German accent but then spoke German to each other. He never says whether he told them he spoke German or spoke any German to them. This seems to be something that he told the FBI when they interviewed him. He also told the FBI that two of the men on board the cigar-shaped craft had mustaches—one similar to the one that Hitler was known for wearing. Why would he make this up? It appears to be an honest observance and in the context of this book, it actually makes sense!



Reinhold Schmidt's drawing of the interior of the craft he claimed he witnessed.

Flying Saucer 'Passenger' Held in $5,000 Bunco Ride

Tribune photo

JUST BACK FROM TRIP IN FLYING SAUCER TO ALASKA? Reinhold O. Schmidt holds sample from his "mine"

Schmidt's arrest.

One has to wonder if Rheinhold Schmidt had ever seen *Flying Disc Man from Mars*. He returned to Nebraska after his arrest for financial fraud and died in 1974. He may never have figured out what happened to him all those years ago. He apparently was on the craft briefly and saw the can of MJB coffee as well as the car in the cargo

area. Perhaps it was a Volkswagen Beetle as he drew, or an MG sports car as he said.

But he probably never had contact with these people again and was never meant to. His meeting with them was completely accidental. But the sudden fame and popularity sucked him into the UFO Contactee business and he fell for it. Like Adamski, his space brothers wore normal clothing and looked like Germans or Scandanavians (Nordics) and they drove about town in cars and went to bars and restaurants. They even checked into hotels and motels. These German-speaking space people liked the life in California and Nebraska too. Starbucks coffee did not exist back then, but if it had, they may have preferred it to MJB coffee, mainly because it was more trendy.

Adamski's flying saucers look like they are nuts and bolt craft from the 1950s. They don't look like they are designed on another planet with technology light years ahead of our own. In fact, they look like something that we might see on *Flying Disc Men From Mars*. His flying saucer "scout craft" do look similar to the Haunebu designs released in 1989, and similar craft have been photographed in different locations around the world since Adamski's photos.

Adamski's books also contained diagrams of the scout craft and of the mothership. While these diagrams were nicely done and added to the appeal of the books, they did not reveal much. When one compares the diagram of the Andromeda craft that we have today with the diagram from Adamski's *Inside the Spaceships*, they do not match up in any way and are totally different.

Adamski's diagrams make the ship much larger than the Andromeda plans show, with landing chutes and decks inside the ship which has elevators and a rail carrier—things that are absent from the Andromeda plans where the Haunebu and Vril craft are more tightly stowed and there is no need for chutes inside the craft to a landing deck. Adamski's diagrams of his motherships are interesting, but there is no real indication that he was ever on these ships. Certainly his configuration of the insides of a mothership is very different than the disclosed designs of the Andromeda craft.

So, we seem to have a tale of two contactees: one was George Adamski who got some photos of UFOs and turned them into a

money making career, and the other was Rheinhold Schmidt who never got any photos but got to actually get on one of these craft when it landed in Nebraska in 1957 with some electrical problems. In fact, this craft is all electric. Schmidt didn't quite know what to make of his experience, but the FBI cleared him of being a Communist or something of the sort. Schmidt said they dressed as normal people: "Any one of them could have walked unnoticed among our people."

After his life-changing encounter he stumbled through the constantly confusing UFO contactee world where nothing really makes sense, and he made a few bucks until he was arrested for fraud. It seems that Schmidt withdrew to rural Nebraska, probably baffled, bitter and sometimes elated by what had happened to him. We might surmise here that Schmidt switched his brand of coffee to MJB and may have secretly wished for a British MG sports car.

Chapter 6
Gravity's Rainbow

If there is something comforting—religious, if you want—about paranoia, there is still also anti-paranoia, where nothing is connected to anything, a condition not many of us can bear for long.

—Thomas Pynchon, *Gravity's Rainbow*

Everything is some kind of a plot, man.

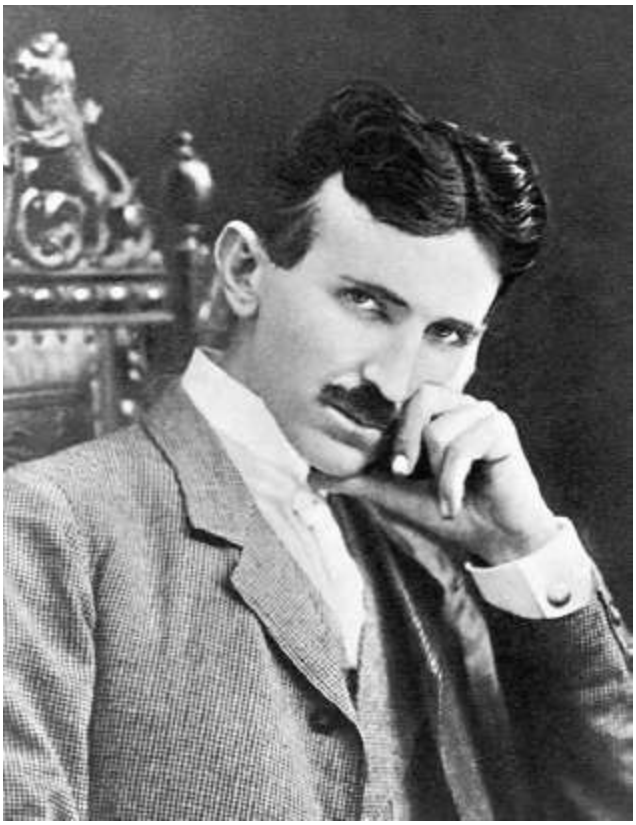
—Thomas Pynchon, *Gravity's Rainbow*

In the years prior to WWII the inventions and speculations of the important Serbian/American inventor Nikola Tesla were major news in newspapers, magazines and radio. He was known all over the world. Television had been invented by Philo Farnsworth at his San Francisco laboratory in 1927. In that year Farnsworth invented the first fully functional all-electronic image pickup device (video camera tube), the image dissector, as well as the first fully functional and complete all-electronic television system.

Television, death rays, electric spaceships, and rocket packs were the stuff of movies and serials of the 1930s and 40s such as Buck Rogers and Flash Gordon. Later came *Flying Disc Man from Mars* in 1950. Nikola Tesla's many inventions, including alternating current, radio-controlled ships and airplanes, wireless power and even death rays were featured continually in newspapers and magazines.

Foo Fighters and Tesla Technology

In 1931, a young journalist named Kenneth Swezey organized a celebration for Tesla's 75th birthday. The party went well and it became an annual tradition. At the 1932 party, Tesla claimed he had invented a motor that would run on cosmic rays. At the 1933 birthday party Tesla told reporters that, after 35 years of work, he was on the verge of producing proof of a new form of energy. He claimed it was a theory of energy that was "violently opposed" to Einsteinian physics and could be tapped with an apparatus that would last 500 years and be cheap to run. He also told reporters he was working on a way to transmit individualized private radio wavelengths, working on breakthroughs in metallurgy, and developing a way to photograph the retina to record thought.



Nikola Tesla in 1896.

At the 1934 birthday party, Tesla told reporters he had designed a super-weapon that he claimed would end all war. He called the device “teleforce,” but it was called his “death ray” by the press. Tesla described it as a defensive weapon that would be put up along the border of a country and be used against attacking ground-based infantry or aircraft.

Tesla never revealed detailed plans of how the weapon worked during his lifetime but, according to Wikipedia, in 1984 they surfaced at the Nikola Tesla Museum archive in Belgrade, Serbia. The treatise by Tesla was titled “The New Art of Projecting Concentrated Non-dispersive Energy through the Natural Media,” and it described an “open-ended vacuum tube with a gas jet seal that allows particles to exit, a method of charging slugs of tungsten or mercury to millions of volts, and directing them in streams (through electrostatic repulsion).”

At his 79th birthday party in 1935, Tesla covered many topics. He said he had discovered the “cosmic ray” in 1896 and invented a way to produce direct current by induction, and made claims about his

mechanical oscillator or earthquake machine. He told reporters that a version of his oscillator had caused an earthquake in his 46 East Houston Street lab and neighboring streets in Lower Manhattan in 1898. Tesla went on to tell reporters his oscillator could destroy the Empire State Building with five pounds of air pressure. He also explained a new technique he developed using his oscillators he called “Telegeodynamics,” a means of transmitting vibrations into the ground that he claimed would work over any distance and could be used for communication or locating underground mineral deposits. He said that he expected to earn $100 million from the invention within two years.

There was another press birthday party for Tesla in 1936 but then, in the fall of 1937 at the age of 81, Tesla left his apartment at the Hotel New Yorker after midnight one night to make his regular walk to the cathedral and library to feed the pigeons. While crossing a street a couple of blocks from the hotel, Tesla was hit by a moving taxicab and was thrown to the ground. His back was severely wrenched and three of his ribs were broken in this apparent accident (some have suggested that this was intentional, plus the taxi driver was never identified). The full extent of Tesla’s injuries was never known as he refused to consult a doctor, a lifelong custom. He never fully recovered from being hit by the taxi.

On January 7, 1943, at the age of 86, Tesla was found dead in his room at the Hotel New Yorker by maid Alice Monaghan who had entered Tesla’s room, ignoring the “do not disturb” sign that Tesla had placed on his door two days earlier. Assistant medical examiner H.W. Wembley examined the body and ruled that the cause of death had been coronary thrombosis or heart attack.

Two days later the FBI took possession of all of Tesla’s papers through the Alien Property Custodian Act which allowed the agency to seize his belongings. John G. Trump was a professor at M.I.T. (and uncle to former President Donald J. Trump), an electrical engineer serving as a technical aide to the National Defense Research Committee. He was called in to analyze the Tesla items, which were being held in custody. After a three-day investigation, Trump’s report concluded that there was nothing which would constitute a hazard in unfriendly hands, stating:

> [Tesla's] thoughts and efforts during at least the past 15 years were primarily of a speculative, philosophical, and somewhat promotional character often concerned with the production and wireless transmission of power; but did not include new, sound, workable principles or methods for realizing such results.

Trump played down the more fantastic notions such as death rays that Tesla was famous for speaking about. The war was going full swing at this point and the Germans and Japanese held the upper hand at this time. With Tesla's death, he seemed to fade from history until a revival of his legacy began in the 1980s.

However, during the war the Germans were studying everything that Tesla said and using that knowledge for their own experiments. With the earliest Haunebu photos said to be from 1935 it seems that work on electrical airships had begun in Europe some years before WWII began. There are also stories of the great British-Italian inventor Guglielmo Marconi having made electric flying disks in the 1930s as well. Marconi was said to have demonstrated a death ray that could stop automobiles and other motors by interfering with their electrical systems.

Marconi died mysteriously in Rome on July 20, 1937 at the age of 63. However, some have claimed that Marconi faked his death and moved with a great fortune and 100 scientists from Europe to a secret location in Venezuela or Colombia where they made flying saucers and space ships as in the James Bond movie *Moonraker*. Several books on this topic have been published in Italian and Spanish, but not in English. I discuss it briefly in my book *Lost Cities and Ancient Mysteries of South America*.

Right around the time of Tesla's death in 1943 a new type of "weapon" was being created at a Luftwaffe experimental center near Oberammergau, Bavaria. These new devices called the Feuerballen and was known to the Allies as foo fighters.

The foo fighters, or "Kraut Balls" as they were also called, were small balls of fire, only a few feet in diameter, that followed Allied bombers and fighters on missions over Germany. They often appeared in swarms and flew around Allied aircraft as if they were "teasing" the bombers and fighters.

Though “foo fighter” initially described a type of UFO reported and named by the U.S. 415th Night Fighter Squadron, the term was used by Allied aircraft pilots in World War II to describe various UFOs or mysterious aerial phenomena seen in the skies over both the European and Pacific theaters of operations. Formally reported from November 1944 onwards, witnesses assumed that the foo fighters were secret weapons employed by the enemy. Says Wikipedia about the name:

A Smokey Stover comic book.

The nonsense word “foo” emerged in popular culture during the early 1930s, first being used by cartoonist Bill Holman, who peppered his Smokey Stover fireman cartoon strips with “foo” signs and puns. The term ‘foo’ was borrowed from Bill Holman’s Smokey Stover by a radar operator in the 415th Night Fighter Squadron, Donald J. Meiers, who (it is agreed by most 415th members) gave the foo fighters their name. Meiers was from Chicago and was an avid reader of Bill Holman’s strip which was run daily in the *Chicago Tribune*. Smokey Stover’s catchphrase was “where there’s foo, there’s fire.” In a mission debriefing on the evening of November 27, 1944, Fritz Ringwald, the unit’s S-2 Intelligence

Officer, stated that Meiers and Ed Schleuter had sighted a red ball of fire that appeared to chase them through a variety of high-speed maneuvers. Fritz said that Meiers was extremely agitated and had a copy of the comic strip tucked in his back pocket. He pulled it out and slammed it down on Fritz's desk and said, "…it was another one of those fuckin' foo fighters!" and stormed out of the debriefing room.

According to Fritz Ringwald, because of the lack of a better name, it stuck. And this was originally what the men of the 415th started calling these incidents: "Fuckin' Foo Fighters." In December 1944, a press correspondent from the Associated Press in Paris, Bob Wilson, was sent to the 415th at their base outside of Dijon, France to investigate this story. It was at this time that the term was cleaned up to just "foo fighters." The unit commander, Capt. Harold Augsperger, also decided to shorten the term to "foo fighters" in the unit's historical data.

A photo of an American bomber with Smokey Stover painted on the front.

According to aircraft engineer Renato Vesco in an article in *Argosy* magazine (August 1969) and in the book *Man-Made UFOs*,[16] the foo fighters were German inventions. Vesco gives us some juicy details including where the foo fighters were made:

> Later encounters with foo fighters led experts to assume they were German inventions of a new order, employed to baffle radar.
>
> How close they had come to the truth, they learned only when the war was over and Allied Intelligence teams moved into the secret Nazi plants. The foo fighters seen by Allied pilots were only a minor demonstration, and a fraction of a vast variety of methods to confuse radar and interrupt electromagnetic currents. Work on the German anti-radar Feuerball, or fireball, had been speeded up during the fall of 1944 at a Luftwaffe experimental center near Oberammergau, Bavaria. There and at the aeronautical establishment of Wiener Neustadt, the first fireballs were produced. Later, when the Russians moved closer to Austria, the workshops producing the fireballs were moved to the Black Forest. Fast and remote-controlled, the fireballs, equipped with klystron tubes and operating on the same frequency as Allied radar, could eliminate the blips from screens and remain practically invisible to ground control.

Ronald Story, in *The Encyclopedia of Extraterrestrial Encounters*, comments on this with a supportive assertion:

> It is also interesting to note that in one of the first published accounts of the foo fighter mystery, Jo Chamberlin reported in *The American Legion Magazine* (December 1945) that: “The foo fighters simply disappeared when Allied ground forces captured the area East of the Rhine. This was known to be the location of many German experimental stations.”[55]

Balls of Fire Stalk U. S. Fighters In Night Assaults Over Germany

By The Associated Press.

AMERICAN NIGHT FIGHTER BASE, France, Jan. 1—The Germans have thrown something new into the night skies over Germany—the weird, mysterious "foo-fighter," balls of fire that race alongside the wings of American Beaufighters flying intruder missions over the Reich.

American pilots have been encountering the eerie "foo-fighter" for more than a month in their night flights. No one apparently knows exactly what this sky weapon is.

The balls of fire appear suddenly and accompany the planes for miles. They appear to be radio-controlled from the ground and keep up with planes flying an hour

Donald Meiers of Chicago said. "One is red balls of fire which appear off our wing tips and fly along with us; the second is a vertical row of three balls of fire which fly in front of us, and the third is a group of about fifteen lights which appear off in the distance—like a Christmas tree up in the air—and flicker on and off."

The pilots of this night-fighter squadron—in operation since September, 1943—find these fiery balls the weirdest thing that they have yet encountered. They are convinced that the "foo-fighter" is designed to be a psychological as well as a military weapon, although it is not the nature of the

A January 1, 1945 article about foo fighters.

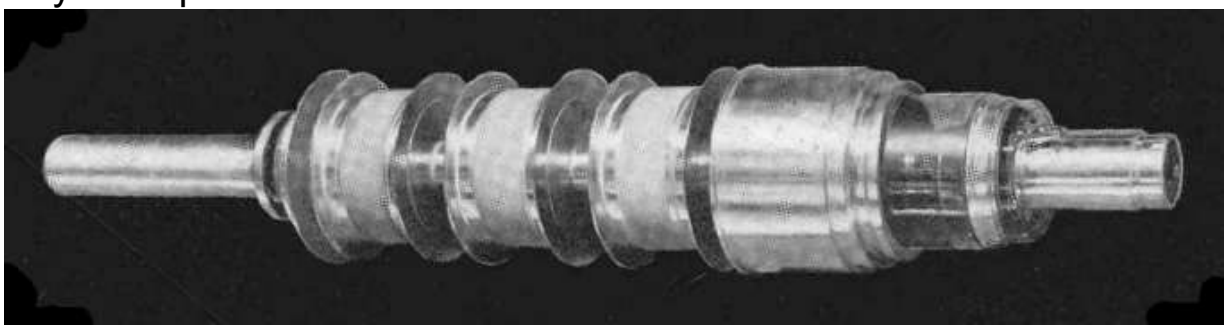
Foo fighters (or are they Vril craft?) photographed with a group of Allied Bombers

So, we have the mysterious klystron tubes as part of these flying, anti-gravity, remote-controlled fireballs that are zipping around Allied bombers and fighters in order to confuse pilots, confuse radar, and to interfere with the airplanes' electrical systems. They were being made in Oberammergau, Bavaria but as the Russians advanced west the factory was moved to the Black Forest area of western Germany where the weapons were used as a last-ditch defense against the British and American bombers.

Foo fighters were seen in the Pacific theater as well. They were supposedly seen around Japan during the closing days of the war

and later some foo fighters were allegedly seen during the Korean War. Flying saucers and cigar-shaped craft were also seen during the Korean War as we have seen.

The klystron or klystron tube is a specialized linear-beam vacuum tube, invented in 1937 by American electrical engineers Russell and Sigurd Varian. It is used as an amplifier for high radio frequencies, from UHF up into the microwave range. Low-power klystrons are used as oscillators in terrestrial microwave relay communications links, while high-power klystrons are used as output tubes in UHF television transmitters, satellite communication, radar transmitters, and to generate the drive power for modern particle accelerators. Says Wikipedia:



A klystron tube.

In a klystron, an electron beam interacts with radio waves as it passes through resonant cavities, metal boxes along the length of a tube. The electron beam first passes through a cavity to which the input signal is applied. The energy of the electron beam amplifies the signal, and the amplified signal is taken from a cavity at the other end of the tube. The output signal can be coupled back into the input cavity to make an electronic oscillator to generate radio waves. The gain of klystrons can be high, 60 dB (one million) or more, with output power up to tens of megawatts, but the bandwidth is narrow, usually a few percent although it can be up to 10% in some devices.

…Klystrons amplify RF signals by converting the kinetic energy in a DC electron beam into radio frequency power. In a vacuum, a beam of electrons is emitted by an electron gun or thermionic cathode (a heated pellet of low work function material), and accelerated by high-voltage electrodes (typically in the tens of kilovolts).

This beam passes through an input cavity resonator. RF energy has been fed into the input cavity at, or near, its resonant frequency, creating standing waves, which produce an oscillating voltage, which acts on the electron beam. The electric field causes the electrons to “bunch”: electrons that pass through when the electric field opposes their motion are slowed, while electrons which pass through when the electric field is in the same direction are accelerated, causing the previously continuous electron beam to form bunches at the input frequency.

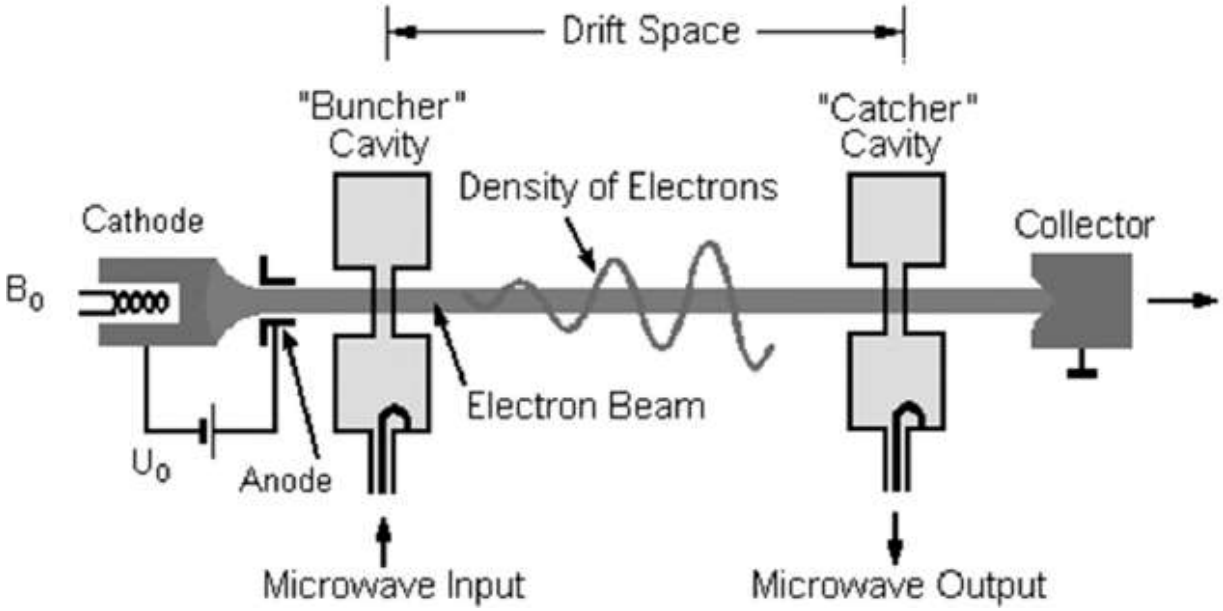
To reinforce the bunching, a klystron may contain additional “buncher” cavities.

The beam then passes through a “drift” tube, in which the faster electrons catch up to the slower ones, creating the “bunches.” It then passes through a “catcher” cavity.

In the output “catcher” cavity, each bunch enters the cavity at the time in the cycle when the electric field opposes the electrons’ motion, decelerating them. Thus the kinetic energy of the electrons is converted to potential energy of the field, increasing the amplitude of the oscillations. The oscillations excited in the catcher cavity are coupled out through a coaxial cable or waveguide.

The spent electron beam, with reduced energy, is captured by a collector electrode.

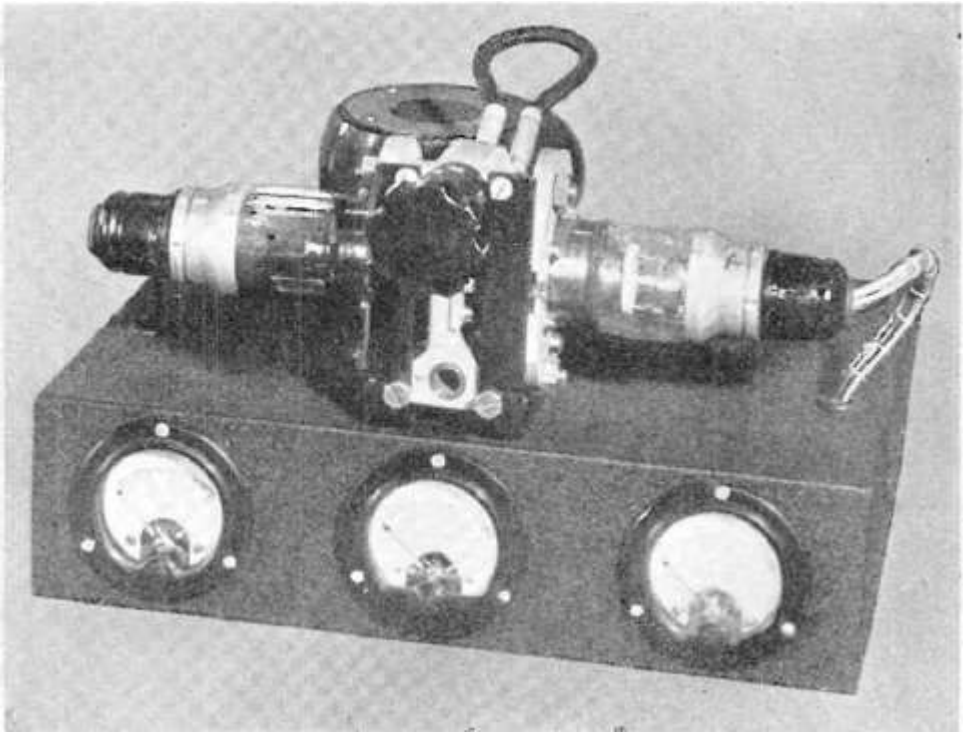
To make an oscillator, the output cavity can be coupled to the input cavity(s) with a coaxial cable or waveguide. Positive feedback excites spontaneous oscillations at the resonant frequency of the cavities.



A diagram of a klystron tube.

So, there you have the klystron and its alleged function in a foo fighter/feuerball.

The actual anti-gravity function of the Feuerball was a swirling gyro of mercury inside the glass ball that was being “pulsed” by the klystron tube and interfering with radar and the electrical systems of the bombers.



A klystron tube oscillator in 1944.

Henry Stevens in private correspondence told me:

> Bill Lyne mentioned seeing a film of Allied bombing of Germany during the war. Bill is a Korea era person and saw the film over ten years later while in the Air Force or Army. According to Bill this was a foo fighter attack on B-17s. Klaus-Peter Rothkugel and I decided to try to get this film. This was circa 2000. He worked using email and I worked using paper but we both heavily pressured the Air Force, at the Pentagon, for this film. A female Air Force officer there was responding, trying to locate the film for us. She was very cooperative. She said she found an Air Force Sargent who dealt with film issues for the Air Force whose hobby was aircraft of the 3rd Reich. She indicated he had actually seen the film but it was sent to the US National Archives, College Park. I explained to her this was a black hole and asked if there was a receipt number from the AF or some sort of reference number.
>
> At one point the US Nat. Archives acknowledged “a film.” Their procedure was for us to hire a private company to copy the film. We did. It cost me $200.00. When the film came back it was 7 minutes of an aircraft taking off—no B-17s, no foo fighters. I complained in writing a couple of times after getting no response and finally I was told “you are not getting any more of this film.”

It is curious that the Air Force would acknowledge a film of foo fighters attacking or “swarming” a B-17 bomber.

Stevens also wrote about the plasma balls of the Haunebu and that two or more plasma balls were at either end of the device. This would mean that four or more plasma balls were part of the Andromeda mothership. Stevens calls these devices “Tesla-Schappeller-RAG plasma balls.” The RAG part is Reichsarbeitsgemeinschaft or Reich Works Association which was an organization researching energy independence for Germany.

In private correspondence Stevens said concerning these antigravity spheres and the rotating disks said to be used in the Vril craft:

> The Haunebu’s propulsion rested solely on the Tesla-Schappeller-RAG plasma balls. The Vril worked the same way, two interacting magnetic fields, but used rotating disks. The Gut Alt

Glossen looks like a step from the Vril to the Haunebu with one ball and one rotating disk.

This anti-gravity or “field propulsion” is apparently a relatively simple technology that is basically electric in nature, rather than a jet or rocket engine. It comes out of the inventions of Nikola Tesla and the many comments that he made to the media. Countries like Germany were keenly interested in the latest electrical inventions and Tesla was the source of many of them. Says Stevens about the technology:

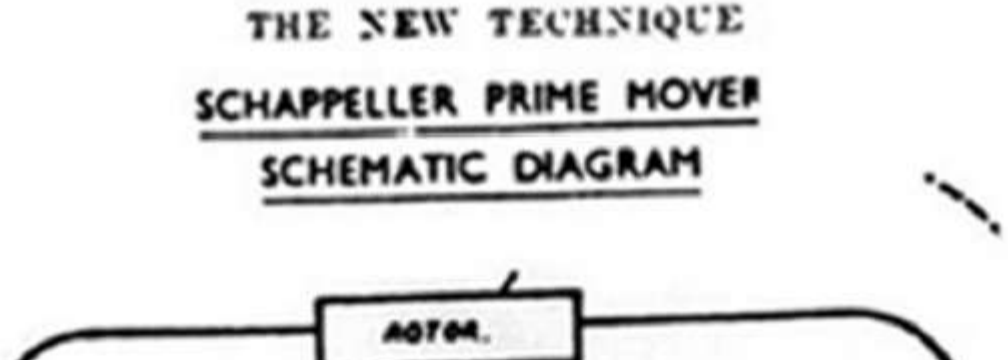
> The first clues come from the two scientists who did a ground floor evaluation of Karl Schappeller, his home, his home area, witnesses and the Schappeller technology itself. Their conclusion was that the technology involved was first introduced by Tesla, and that Schappeller experimented exclusively with Tesla ideas. So does this mean we ought to be looking for clues to Haunebu secrets by looking at old Tesla stuff? Why not? It already seems that Tesla has been involved in the smaller type of field propulsion German flying disk.
>
> …But from Schappeller this technology clearly found its way to the researchers at the Reichsarbeitsgemeinschaft (RAG), a governmental organization charged with energy independence for Germany at a time between the two World Wars. So the RAG was primarily not interested in levitation but nevertheless freely commented on this as being contained among the properties of the device they were building.

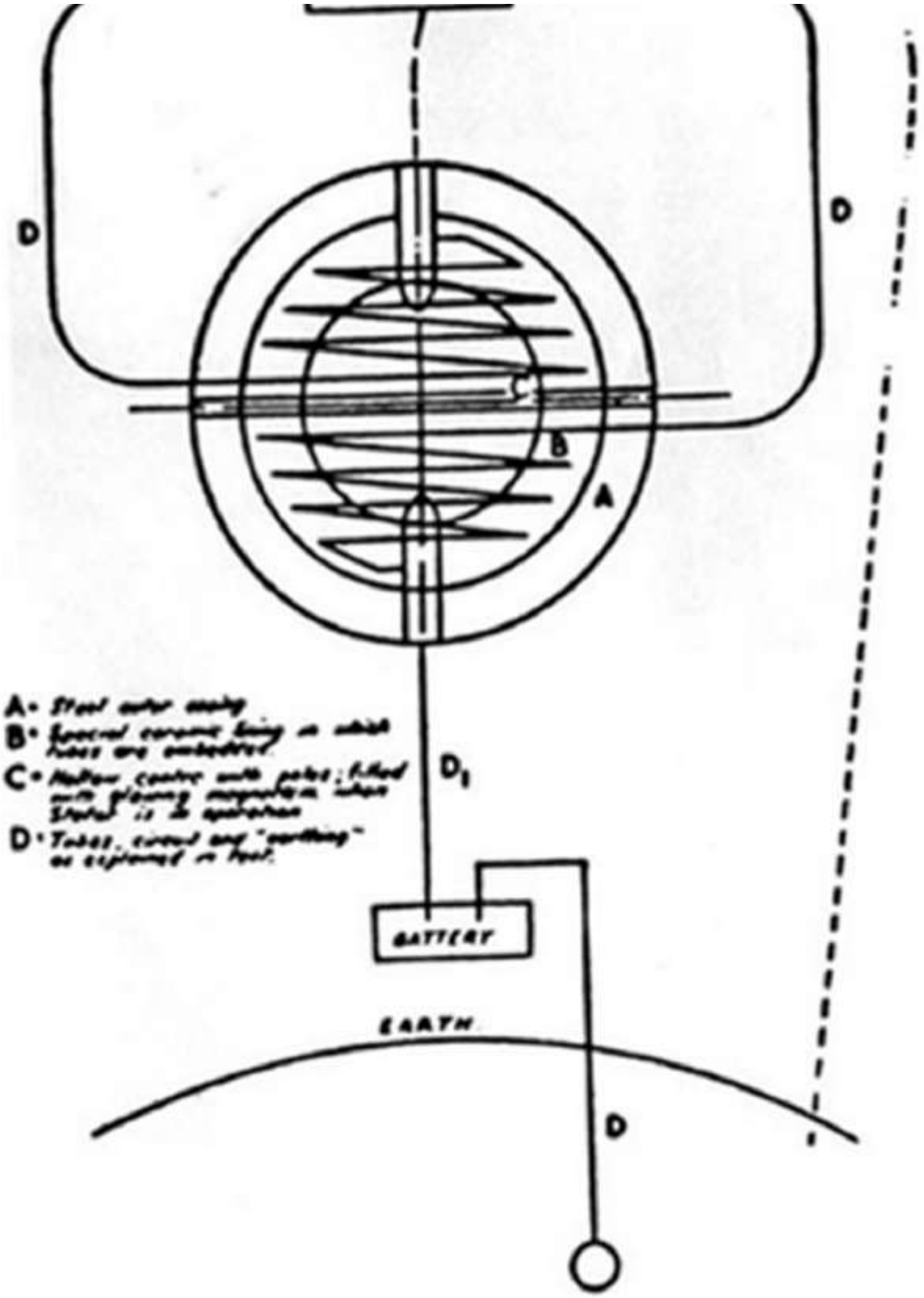
Stevens then quotes from the Reichsarbeitsgemeinschaft:

> The new dynamic technology will enable, in the future, electric locomotives and automobiles to be made without expensive armatures and through circuit-connection to the atmospheric voltage-net to be pushed forward. Prerequisite is that, all things considered, the installation of many sufficient amplification facilities (centers) which transmit the specific “magnetic impulse” given from the Ur-machine to the dynamic globe-elements. Novel aircraft with magneto-static propulsion and steering, which are crash proof and safe from colliding with each other could be built for a fraction of the cost of today’s aircraft—and without lengthy training of every person attending (the machines).

Karl Schappeller.

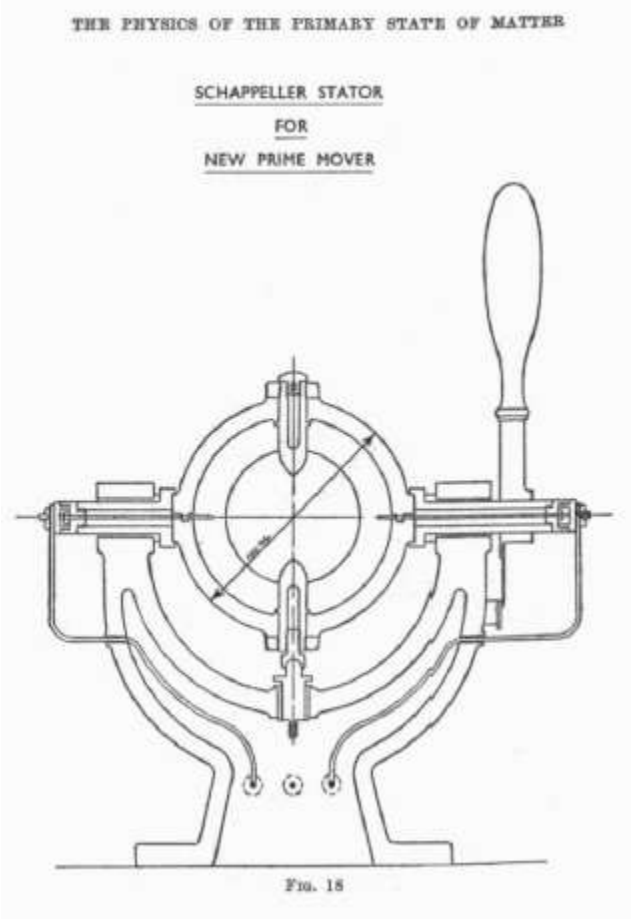
The Schappeller part of Stevens' Tesla-Schappeller-RAG plasma balls is Karl Schappeller (1875-1947). Schappeller was an Austrian inventor who claimed to have discovered "space power," a form of energy that could be used to drive machines and motors. He did experiments in energy as a lay-scientist, copying the inventions and ideas of Nikola Tesla, culminating in the invention of a socalled freeenergy device that attracted considerable attention around 1930 in Europe. Schappeller made no secret of his invention and actively sought financing to manufacture and distribute the results of his research. He was in touch with financial concerns and even spoke with a representative of the British Admiralty concerning the utilization of his device to power the Royal Navy's ships.





Принципиальная схема устройства Шапеллера

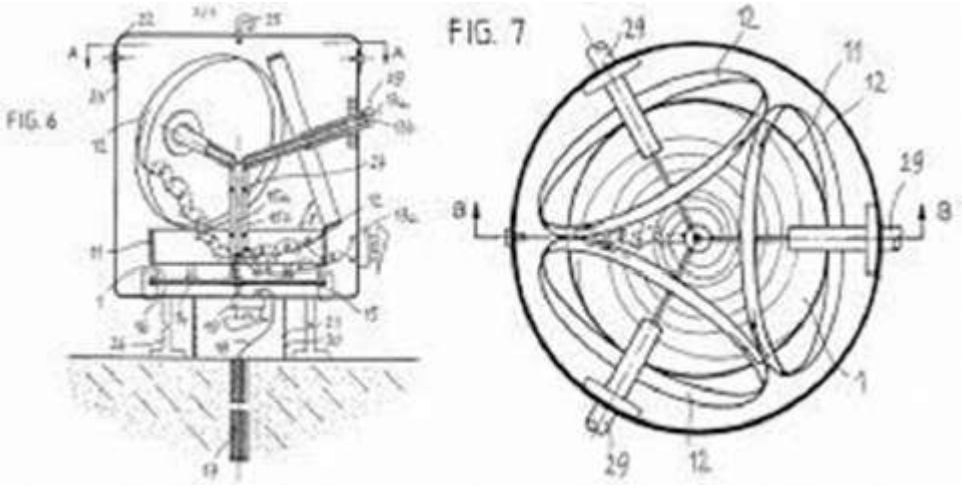
A diagram of Schappeller’s Prime Mover.



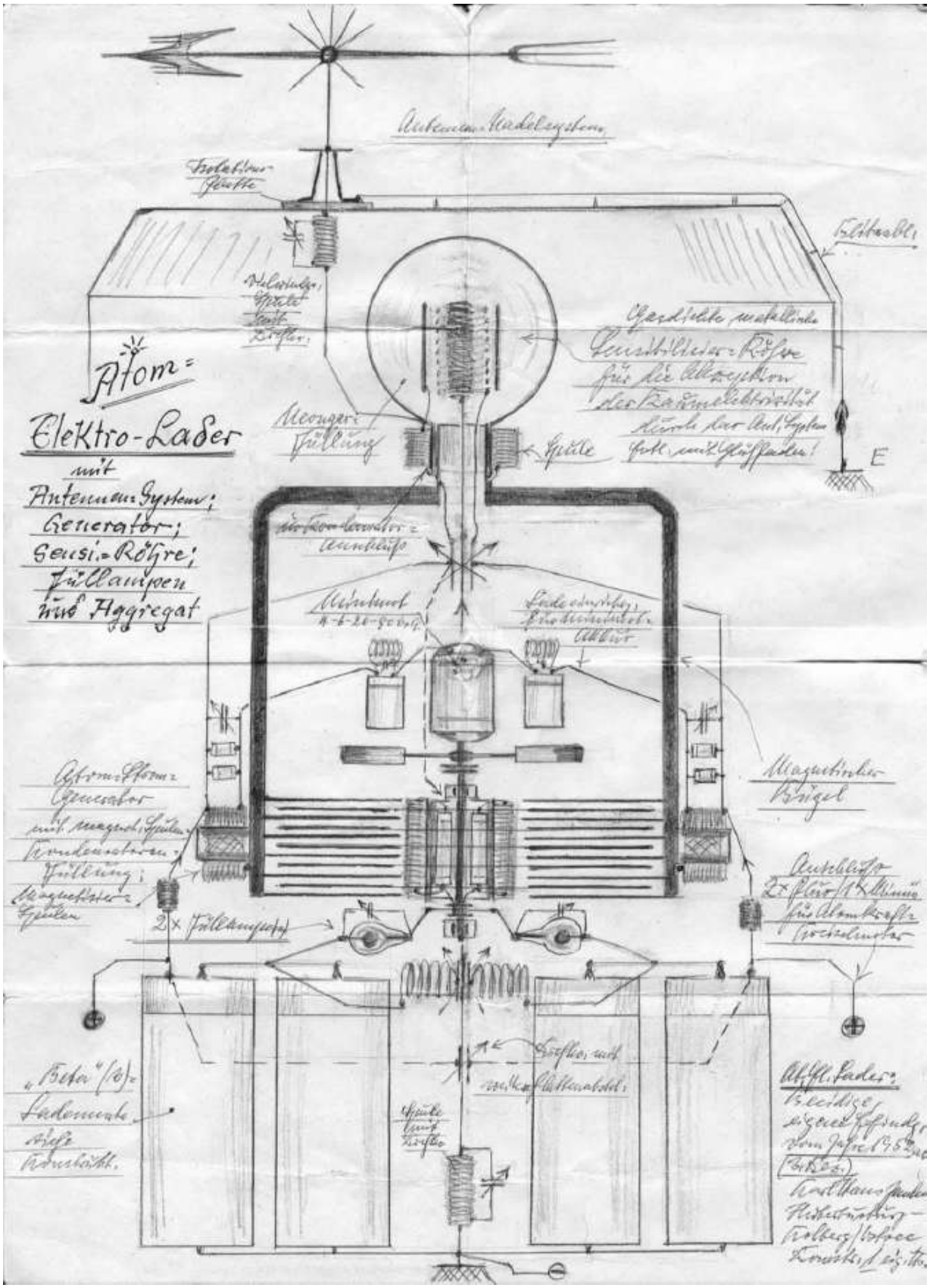
A diagram of the Schappeller stator.

Apparently, around this time the device was appropriated and further worked upon by the Reichsarbeitsgemeinschaft (RAG). They modified Schappeller’s invention and created what Stevens calls the Tesla-Schappeller-RAG plasma ball. RAG published their intentions to utilize many Schappeller devices in a system of broadcast energy distribution throughout Germany that would result in the entire elimination of the electrical grid. RAG published a booklet on Schappeller’s devices called “Vril Die Kosmische Urkraft Wiedergeburt von Atlantis” which claimed that Vril was also what we call aether, a cosmic power ever-present in the Universe. Here we can also see where the Vril flying saucers got their name.

In a book titled *The Physics of the Primary State of Matter*, Karl Schappeller described his “Prime Mover.” Said one commentator on Schappeller’s device:



A diagram of Schappeller’s tri-motor device.


Antennen-Stabsystem
Isolator-Stütze
Edelgas-Füllung
Neongas-Füllung
Hülle
E
Atom-
Elektro-Laser
mit
Antennen-System;
Generator;
Sensi.-Röhre;
Füllampen
und Aggregat
Magnetischer Bügel
Auslaßstutzen
2 × Füllampullen
Spule und Kristall
Kristall
Spule

A diagram of Schappeller's energy tower.

This was a 10-inch steel sphere with quarter-inch copper tubing coils. These were filled with a material not named specifically, but which is said to have hardened under the influence of direct current and a magnetic field sometimes called an electro-rheological fluid. With an electric polarization it may have acted like a dielectric capacitor and as a diode.

The same material is inside the rotor. The transfer of electrons upward, and the magnetic field of the sphere combine to turn the rotor. No direct conversion of this energy to electricity is described, but the rotor could be attached to a generator...

According to Schappeller, the amount of this sustaining rotation of the device would be termed 'glowing magnetism' and be located at the center of the sphere. Present day terminology would likely be "plasma" or a spinning electrified field, which is essentially what the Tesla-Schappeller-RAG devices allegedly were.

A British electrical and mechanical engineer named Cyril W. Davson, visited Karl Schappeller in Austria and spent three years learning of his device and his theory before the Second World War. Davson's descriptive book, *The Physics of the Primary State of Matter*, was published in 1955, some years after Schappeller's death in 1947. Apparently Schappeller was completely unaware that RAG and the SS had used his invention along with other devices to create the Haunebu, Vril and Andromeda craft and the electrical devices that powered them.

Ghost Flyers and Ghost Rockets

Aside from Foo Fighters and flying saucers being seen during and after the war, we also have the phenomenon of Ghost Rockets, something that began before WWII. As mentioned earlier, even before WWII commenced the Germans began creating special secret bases for their use outside of Germany. These extraterritorial secret bases were said to be in Antarctica, Tibet, Greenland, the Canary Islands, and other places. Immediately after the war there was a lot of activity in Scandinavia, mainly in Sweden and Finland, of unidentified flying objects looking like rockets or large airplanes, but often without wings. Sometimes they were said to sound like large

airplanes with many engines flying in the cloudy winter skies above towns.

Mysterious 'Ghost Rockets' Puzzling to Swedish Army

STOCKHOLM, Aug. 12—(AP)—Swedish military authorities plan to publish within the next few days a communique on an investigation they have been making of the "ghost rockets" that have been streaking daily over Sweden since early July.

Official sources have declined to speculate on the source of the mysterious spool shaped missiles, but it is generally believed that the rocket-propelled objects come from some place along the Baltic coast of Germany.

Between July 9-12 authorities received 300 reports of the missiles and since then reports have poured in daily. Fragments examined by scientists gave little in the way of clues.

In general the rocket is described as a small object with a flaming tail, which speeds at great height, making little sound. The longest flight of any of the missiles, so far as military experts could determine, was about 600 miles.

Swedish newspapers have been cautioned not to publish the names of places where the rockets appear.

A 1946 article about Ghost Rockets.

These sightings were typically called Ghost Rockets or Ghost Flyers because no one knew what the objects were, where they were going, or who was flying or launching them. While some UFO authors have speculated that ghost rockets and foo fighters were related to extraterrestrial activity, others have written that this activity is related to the Nazis before, during and after the war. Like the stories of secret German bases in Greenland and the Canadian Arctic, the stories of ghost rockets and ghost flyers may be related to secret bases in northern Finland.

We know that the airbase at Banak in the very north of Norway was used by long-range planes during the war. Was there a similar base in northern Finland? Remember, during WWII certain nations fought with the Axis during the war that are often forgotten. Among these nations were Finland and Romania. Both fought against the Russians on the side of the Nazis and paid a high price for this.

In his privately published book, *The Secret to Rational Space Travel*, German author Klaus-Peter Rothskugel says that secret bases were set up as early as the 1930s in northern Finland. Says Rothskugel:

> At the beginning of the 1930s, especially in the northern part of Europe, huge multi-engine aircraft with a dull painting and no national markings emerged mainly at night or in severe weather

conditions and circled over cities but also over remote areas, sometimes switching on one or several search-lights.

So during the winters 1933-34 and 1936-37 many such reports came from Sweden, Norway and Finland. Even the Swedish Air Force tried to hunt down these mysterious airplanes.

The hunt resulted in the crash of a total of six Swedish bi-plane fighters, while the aircraft they were hunting seemed to have no problems in flying at night and in severe snow storms or in extreme coldness.

There were many theories what kind of airplane cruised over the Scandinavian countries. One explanation was that the planes could have come from Germany. A certain quantity of German personnel from some German aircraft companies (Junkers) were indeed working in Sweden to test new aircraft types or to sell German technology to the Swedish military.

Rothskugel says that one witness who saw such a ghost flyer told a Swedish researcher:

I am still steadfastly convinced that the airplane my father and I saw at a moonlit winter's night in 1934 was a large, low-winged, four-engined monoplane. Such did not exist in Germany at that time... I might add that my father got the outline of the airplane verified by other people who had also observed it.

Rothskugel says that Swedish and Norwegian military commanders had the opinion that the planes came at least temporarily from a mobile base in the west of Norway and that the numerous reports from the Gulf of Bothnia, between Sweden and Finland, pointed to bases in Finland. He says that this would indicate that these countries could have secretly agreed to use certain airfields or remote landing strips for clandestine tests.

On 30 April 1934, Swedish Major General Reutersward released the following press declaration:

Without doubt there is an illegal air traffic going on within our restricted airspace. There are many reports of reliable persons who watched the mysterious craft very well. And there were always the same observations: All the airplanes had no national markings nor any identification numbers…

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TOP SECRET

USAFE 14 TT 1524 TOP SECRET 4 Nov 1948

From OI OB

For some time we have been concerned by the recurring reports on flying saucers. They periodically continue to cop up; during the last week, one was observed hovering over Neubiberg Air Base for about thirty minutes. They have been reported by so many sources and from such a variety of places that we are convinced that they cannot be disregarded and must be explained on some basis which is perhaps slightly beyond the scope of our present intelligence thinking.

When officers of this Directorate recently visited the Swedish Air Intelligence Service. This question was put to the Swedes. Their answer was that some reliable and fully technically qualified people have reached the conclusion that "these phenomena are obviously the result of a high technical skill which cannot be credited to any presently known culture on earth." They are therefore assuming that these objects originate from some previously unknown or unidentified technology, possibly outside the earth.

One of these objects was observed by a Swedish technical expert near his home on the edge of a lake. The object crashed or landed in the lake and he carefully noted its azimuth from his point of observation. Swedish intelligence was sufficiently confident in his observation that a naval salvage team was sent to the lake. Operations were underway during the visit of USAFE officers. Divers had discovered a previously uncharted crater on the floor of the lake. No further information is available, but we have been promised knowledge of the results. In their opinion, the observation was reliable, and they believe that the depression on the floor of the lake, which did not appear on current Hydrographic charts, was in fact caused by a flying saucer.

Although accepting this theory of the origin of these objects poses a whole new group of questions and puts much of our thinking in a changed light, we are inclined not to discredit entirely this somewhat spectacular theory, meantime keeping an open mind on the subject. What are your reactions?

TOP SECRET

(END OF USAFE ITEM 14)

An Air Force document dated Nov. 4, 1948 about flying saucers.

So, it seems that Finland and Norway may have had secret SS bases as early as 1934. Also, it is interesting that one of the ghost flyers was said to be a four-engine aircraft. Such aircraft are typically large bombers, but supposedly no four-engine airplanes had been built at this time—but why not?

The Messerschmitt Me 264 was the first of the long-range strategic bombers developed for the German Luftwaffe. The design was later selected as Messerschmitt's competitor in the Reichsluftfahrtministerium's (the German Air Ministry) Amerikabomber program, a program to develop a strategic bomber capable of attacking New York City from bases in France or the Azores.

A photo taken on July 9, 1946 of a Ghost Rocket over Sweden.

A possible RAG photograph of a Haunebu II through an aircraft windshield.

The origin of the Me 264 design came from Messerschmitt's long-range reconnaissance aircraft project, the P.1061, of the late 1930s. These designs were also successfully used in the long-range Messerschmitt Me 261, itself originating as the Messerschmitt P.1064 design of 1937. The first flight of a four-engine Me 261 was officially on December 23, 1942 and only three were supposedly built.

But these aircraft all have their origins in long-range reconnaissance aircraft projects that do go back to the 1930s. Because of the secret nature of the war buildup in Germany in the 1930s, and all the preparations made for war on France and the Soviet Union, it seems that many secret projects were already underway in the early 1930s and that four-engine long-range craft had been built already as experimental craft. Perhaps all of these experimental craft were controlled by the SS starting in 1934. This

also lends credibility to some of the Vril Society claims that the Vril craft were developed and flown in the 1930s.

Rothskugel says that in 1936 the unknown aircraft returned again on the same routes they used in 1934: Coming from far north in a southerly direction, flying over the northern part of Norway, across Sweden and back again. He says that another theory was that a Soviet heavy bomber wing, based in the Murmansk area, was conducting training missions with their four-engined TB-3 bombers or testing new equipment. Says Rothskugel:

> This could indeed explain the violation of the airspace of the three Scandinavian countries but not the inactivity of these countries to solve the mystery that occurred twice (1933-34 and 1936-37, always in wintertime!).
>
> One might assume that some special evaluation flights were conducted under extreme weather conditions, especially in cold and dark nights. These could have been secret tests of some new flight navigation systems working under these bad circumstances. And strangely the same (?) air bases might have used some ten years later, possibly again with the agreement of the three Scandinavian countries. In 1946 and 1947 this time unconventional and still unknown airplanes circling in the northern airspace, later widening their flight path to other parts in Europe.
>
> One probable explanation could be that a certain equipment (withstanding cold and freezing conditions) with special converted multi-engined airplanes was tested in the 1930s. These operations were totally shrouded in secrecy and could have been undertaken with the participation of several nations to prepare an even more secret mission in an area where cold and icy conditions prevail and where visibility and orientation is difficult even under normal daylight conditions.
>
> Such a field of operation could be for example the Artic or the Antarctic region. After WWII in this very Antarctic region UFOs, flying cigars and flying spheres were frequently seen and the famous Antarctic pioneer Admiral Byrd ran into trouble while on a secret mission at the South Pole (at least the official version is explaining this. Byrd, who was in Hamburg, Germany before WWII to lecture about the South Pole was probably part of a highly secret

mission which is still today covered-up). Even during WWII there were rumors that Germany transferred in secrecy personnel and equipment to the South Pole.

The flight exercises under extreme conditions conducted in the 1930s could have been preparations for a special mission, which started right after the war. A multinational effort to begin a huge and fantastic experiment with unprecedented dimensions.

Rothskugel makes a good point here about these ghost flyers testing airplanes and navigation equipment for use in extremely cold and adverse conditions like a snowstorm. These early test flights, perhaps coming out of Finland, a close ally of Germany at the time, may have been preparations for building the secret base in Greenland that is called Beaver Dam by Stevens and others. Indeed, early flights to the eastern coast of Greenland may have begun in those years.

More reports of ghost rockets and ghost flyers were made after the war. On February 26, 1946, Finnish observers saw a rocketlike object in the sky that they could not explain. Was it one of the Andromeda craft that had been built? About 2,000 sightings were logged in the skies above Sweden and Finland between May and December 1946. There was a peak on 9 and 11 August of 1946. Two hundred sightings were verified with radar returns, and authorities recovered physical fragments that were attributed to ghost rockets.

Were these rockets that would eventually crash somewhere or were they piloted craft such as the Andromeda craft on their way to and from a secret base in northern Finland? Many ghost rocket sightings are of craft moving south, not north. It may be that they were moving back and forth between the secret base in Greenland and other secret bases (one was said to be in the Canadian Arctic as well) . It would seem that none of these ghost rockets were actually rockets and none of them ever crashed to the ground— they were cylindrical aircraft making flights to and from the Arctic.

We see that the ghost rocket activity was before the war and then immediately after the war in February of 1946, less than a year since the Germans surrendered in May of 1945. Therefore, UFO activity in Europe began within a year of the end of the war and began picking

up in 1947 and 1948. The war had ended and the age of flying saucers and motherships had begun.

The 1948 Mothership Crash in Russia

In an incident known as the Russian Roswell Incident, a cigarshaped craft appeared near the newly-built rocket test center at Kapustin Yar. Kapustin Yar was a top-secret facility at the time, located in Astrakhan Oblast, about 100km east of Volgograd. It was established by the Soviet Union immediately after WWII.

The 1948 incident was featured in the 2005 *UFO Files* documentary episode “Russian Roswell” which aired on the History Channel. According to the documentary, a Russian MiG jet fighter engaged a cigar-shaped UFO in a dogfight that lasted for three minutes after radar operators at Kapustin Yar picked up the unidentified object. According to the documentary both craft were damaged in the dogfight and crashed to the ground. The documentary then claimed that Soviet recovery teams quickly gathered up the wreckage of the cylindrical craft and transported it to the underground facility that is at Kapustin Yar. Nothing more seems to be known about the curious dogfight and crash.

But that such an incident might have occurred at Kapustin Yar makes a lot of sense, especially if it was a German Andromeda craft mothership of one model or another. For starters, Kapustin Yar was no ordinary Soviet military base, it was super-secret and it was where the Russians had taken all of the A-4 rockets that they had captured from the Germans at the Peenemuende test center.

It was established by the Soviet Union on May 13, 1946 and in the beginning used technology, material and scientific support from defeated Germany. In September 1947, a special brigade of the Reserve of the Supreme Main Command arrived from Germany with two special trains of captured rockets and equipment taken from Germany. This was more than two years after the end of the war.

By the beginning of October 1947 there was a concrete test stand and bunker, a launch site with a bunker, a temporary technical position, and an installation building at the facility. Also built was a highway and a 20-kilometer railway connecting the site with the main highway to Stalingrad (now Volgograd).

Housing construction at the site did not begin until 1948. Before that workers at the site lived in temporary buildings, tents and railcars. By the beginning of October 1947, the commanding officer, V. I. Voznyuk, reported to the leadership about the readiness of the launch site and on October 14, 1947 the first batch of missiles of the A-4 final model of the V-2 rockets arrived at the test site.

Then on October 18, 1947 (at 10:47 Moscow time), the first launch of a ballistic missile in the USSR was made. From October 18 to November 13, 1947, the Soviets launched 13 of the captured V-2 rockets. Seven of the rockets achieved the targeted range while two of them made a large deviation from the set trajectory and four of the rockets completely failed to launch and essentially exploded.

Numerous launches of test rockets for the Russian military were carried out at the site, as well as satellite and other rocket launches. The town of Znamensk and Kapustin Yar (military base) were built nearby to serve the missile test range. The entire site, including the towns, was top secret and the first news of the facility did not reach the West until returning German scientists who had been taken prisoner after the war were returned to Germany in the late 1940s.

Evidence of the importance of Kapustin Yar was obtained by Western intelligence through debriefing of returning German scientists. For an additional gathering of intelligence on the secret facility in August of 1953 a specially fitted Royal Air Force highflying Canberra aircraft was equipped with a unique camera to fly over the installation. The aircraft was launched from Giebelstadt Air Base in Germany and flew over the Volga at an altitude of more than 20 kilometers, approaching Kapustin Yar in order to take photos of the facility. MiG fighters were raised in alarm but could only slightly damage the aircraft. The aircraft managed to take photos of the facility and then the Canberra crossed the Caspian Sea and landed in the Iranian city of Tabriz. As a result of the flight, photographs of secret objects at the site were obtained, mainly rockets, rocket parts, bunkers and launching towers. From 1947 to 1957 Kapustin Yar was the only place to test Soviet ballistic missiles.

A MiG-9 at the aerospace museum in Moscow.

So, we can see that Kapustin Yar was Russia's most secret and important military facility from 1947 to 1957. It was the equivalent of Roswell in the 1940s and 50s and of the Area 51 site in Nevada. Captured German scientists and rockets were brought to this site in September of 1947. In October they began launching V-2 rockets from the site.

Then, only a few months later in 1948 (we do not know the specific date) a cylindrical mothership—probably an Andromeda craft—shows up at Kapustin Yar. If this cylindrical mothership was attacked by MiG jet fighters, they would have been the earliest MiG-9 jets built and the earliest combat mission for that aircraft.

The Russian Mikoyan-Gurevich MiG-9 was the first turbojet fighter developed by Mikoyan-Gurevich of Moscow in the years immediately after World War II. The jet engines were reverseengineered German BMW 003 engines. Categorized as a firstgeneration jet fighter, the MiG-9 was moderately successful, but

suffered from persistent problems with engine flameouts when firing its guns at high altitudes due to “gun gas ingestion.” It was quickly replaced by the MiG-15, a jet with superior performance.

An order for 50 aircraft was placed in 1946 and manufacturing began in March 1947 with the standard armament of one 37 mm autocannon and two 23 mm guns. It had one pilot and very little armored protection around the cockpit. A total of 610 aircraft were built, including prototypes, and they entered service in 1948 with the Soviet Air Forces. As many as 372 were transferred to the People’s Liberation Army Air Force in 1950 to defend Chinese cities against air raids by the Nationalist Chinese and to train the Chinese pilots in jet operations. Only three MiG-9 are known to survive.

So, any MiG-9 battle in 1948 with a cylindrical mothership over Kapustin Yar would have been with the earliest MiG-9s in service. If an Andromeda craft was at Kapustin Yar on that day in 1948, approximately three years after Germany’s surrender, would it have come to view the facility and observe one of the launches? Captured German scientists were at the facility as well. Did that have something to do with the Andromeda being in the area?

Also, typically with the Andromeda were five flying saucers— one Haunebu and four Vril craft. Were they in the skies over Kapustin Yar as well on that day? If an Andromeda craft did crash onto the ground during this episode it is likely that it shattered into small pieces. It does not sound like any Haunebu or Vril craft were inside the Andromeda craft at the time of the crash, but we just don’t know. We have so little information here that we will just have to leave it at that. The one thing that does make sense is that Kapustin Yar is well described as “Russia’s Roswell.”

Chapter 7
Secret Cities of the Winged Serpent

Himmler's ring, Himmler's ring
Ain't that ring a wonderful thing?
Don't that skull and cross bones shine?
Some day that ring's gonna be all mine!
—*Himmler's Ring*, Lowell George (*Little Feat*)

In my previous books, *Haunebu: The Secret Files* and *Antarctica and the Secret Space Program*, I have discussed how many members of the SS managed to escape from Germany and the occupied countries at the end of the war and regroup at secret bases outside of Europe.

Understanding the SS is crucial to understanding the enigma of the German saucers and why these craft would remain a secret for so many decades. Let us have a quick look at who comprised the SS and how the organization came into power.

The term SS is an abbreviation of Schutzstaffel which means "Protective Echelon" in German. They were the black-uniformed elite corps and self-described "political soldiers" of the Nazi Party. Founded by Adolf Hitler in April 1925 as a small personal bodyguard, the SS grew with the success of the Nazi movement, ultimately gathering immense police and military powers. The SS became virtually a state within a state.

Beginning in 1929 until its dissolution in 1945, the SS was headed by Heinrich Himmler (Oct. 7, 1900—May 23, 1945). Heinrich Himmler was the son of a Roman Catholic secondaryschool master. He studied agriculture after World War I and joined rightist paramilitary organizations. As a member of one of these organizations he participated in Adolf Hitler's November 1923 abortive Beer Hall Putsch in Munich. Himmler joined the Nazi Party in 1925, rose steadily in the party hierarchy, and was elected a deputy to the Reichstag (German parliament) in 1930.

Heinrich Himmler.

Himmler was appointed as Reichsführer of the SS, Hitler's elite bodyguard, which was nominally under the control of the Sturmabteilung (SA; "Assault Division" or "Storm Troopers"). SS officers wore sleek black uniforms and special insignia: the lightning-like runic S's, death's head badges, and silver daggers. They also wore the Death's Head ring on the third finger of their left hand. In these uniforms the men of the SS felt superior to the brawling brownshirted Storm Troopers of the SA, to which initially they were nominally subordinate. However, Himmler masterminded the June 30, 1934 purge in which the SS eliminated the SA as a power within the Nazi Party.

With the purge of the SA in 1934 and its reduction in political importance, the SS became an independent group responsible, via Himmler, to Hitler alone. Between 1934 and 1936 Himmler and his chief adjutant, Reinhard Heydrich, consolidated SS strength by gaining control of all of Germany's police forces and expanding their organization's responsibilities and activities. At the same time,

special military SS units were trained and equipped along the lines of the regular army.

Himmler built up the SS from fewer than 300 members to more than 50,000 by the time the Nazis came to power in 1933. Himmler screened applicants for their supposed physical perfection and racial purity and recruited members from all ranks of German society. By 1939 the SS, now numbering about 250,000 men, had become a huge bureaucracy, divided mainly into two groups: the Allgemeine-SS (General SS) and the Waffen-SS (Armed SS).

The Allgemeine-SS dealt mainly with police and “racial” matters. Its most important division was the Reichssicherheitshauptamt (RSHA; Reich Security Central Office), which oversaw the Sicherheitspolizei (Sipo; Security Police). This, in turn, was divided into the Kriminalpolizei (Kripo; Criminal Police) and the dreaded Gestapo under Heinrich Müller. The RSHA also included the Sicherheitsdienst (SD; Security Service), a security department in charge of foreign and domestic intelligence and espionage.

The Waffen-SS was made up of three subgroups: the Leibstandarte, Hitler’s personal bodyguard; the Totenkopfverbände (Death’s-Head Battalions) which administered the concentration camps and a vast empire of slave labor drawn from the Jews and the populations of the occupied territories; and the Verfügungstruppen (Disposition Troops), which swelled to 39 divisions in World War II and which, serving as elite combat troops alongside the regular army, gained a reputation as fanatical fighters.

SS men were schooled in racial hatred and admonished to harden their hearts to human suffering. Their chief “virtue” was their absolute obedience and loyalty to the Führer, who gave them their motto: “My honor is loyalty.” As ruthless guards and soldiers during the war the SS carried out mass executions of political opponents, Jews, Roma (Gypsies), Polish leaders, communist authorities, partisan resisters, and Russian prisoners of war, including officers.

The extreme actions of the SS were mostly on the Eastern Front against the Soviets, who were declared the real enemy of Germany. It was in Eastern Europe and western Russia that Germany hoped to annex land that would be part of Greater Germany. This Greater Germany included the important oil fields at Baku in Azerbaijan and

such cities as Kiev and Moscow. The vast Siberian forest and plains to the east of Moscow were not to be part of Greater Germany.

I discuss the importance of the oil fields at Baku and Germany's reliance on the oil fields in Romania for most of their oil in my book *Haunebu: The Secret Files*. I explain how much of WWII was an oil war in which the Germans strategically sought to capture and control the vast oil fields at Baku while the Allies desperately sought to destroy the Ploesti oil fields in Romania in two separate bombing raids a year a part in 1942 and 1943. The second bombing raid, Operation Tidal Wave, was the largest bombing raid during all of WWII. Both of the bombing raids on the Ploesti oil fields were considered failures and production from these oil fields did not significantly fall.

Heinrich Himmler with Heinz Guderian and Hans Lammers in October 1944.

But on the other hand, the Germans were forced to retreat from Baku (and their push southward through the Caucasus region) because of other Soviet victories, and were never to obtain the oil

fields they so desperately needed. The German war machine was running out of gas and the German government sought more and more alternative energy supplies and methods. Ultimately Germany lost the war and German officers desperately wanted to surrender to the American and British troops, rather than to the Soviets.

Many officers decided to escape, particularly those in the SS and those on the U-boats, and many of them would become part of the postwar cult of the Black Sun and Nazi survival. Following the defeat of Nazi Germany, in 1946 the SS was declared a criminal organization by the Allied Tribunal in Nuremberg. Any member of the SS from that point on was an international criminal.

The Strange Death of Himmler

As for Himmler, in early 1945, the German war effort was on the verge of collapse and Himmler's relationship with Hitler had deteriorated considerably. Attempts had been made on Hitler's life and a number of high-ranking German officers had been arrested and executed. The SS had taken control of the entire security and intelligence apparatus when the Abwehr (army intelligence) was dissolved and the head of the Abwehr, Admiral Wilhelm Carnaris, was arrested. He was eventually executed on Hitler's orders on April 9, 1945, just weeks before Germany's surrender. Many officers and high-ranking officials began making plans to escape Germany or negotiate a surrender with the British and Americans.

In the final months of the war Himmler considered independently negotiating a peace settlement with the British and Americans. Himmler had a masseur, Felix Kersten, who had moved to Sweden and acted as an intermediary in negotiations with Count Folke Bernadotte, the head of the Swedish Red Cross.

Himmler and Hitler met for the last time on April 20, 1945—Hitler's birthday—in Berlin, and Himmler swore unswerving loyalty to Hitler. At a military briefing on that day, Hitler stated that he would not leave Berlin, in spite of Soviet advances. Along with Göring, Himmler quickly left the city after the briefing. On April 21, Himmler met with Norbert Masur, a Swedish representative of the World Jewish Congress, to discuss the release of Jewish concentration camp inmates. As a result of these negotiations, about 20,000 people were released in the White Buses operation.

On April 23, Himmler met directly with Count Bernadotte at the Swedish consulate in the Baltic German city of Lübeck. Representing himself as the provisional leader of Germany, Himmler claimed that Hitler would be dead within the next few days. Hoping that the British and Americans would fight the Soviets alongside what remained of the German Wehrmacht, Himmler asked Bernadotte to inform General Dwight Eisenhower that Germany wished to surrender to the Western Allies, but not to the Soviet Union. Himmler wanted the Germans to keep fighting on this front. Count Bernadotte asked Himmler to put his proposal in writing, and Himmler obliged.

As the last days of the war approached, on April 27, Himmler's SS representative at Hitler's HQ in Berlin, Hermann Fegelein, was caught in civilian clothes preparing to desert his position and sneak out of Berlin. He was arrested and brought back to the Führerbunker.

The next day, on the evening of April 28, the BBC broadcast a Reuters news report about Himmler's attempted negotiations with the western Allies through Swedish diplomats. Hitler had long considered Himmler to be second only to Joseph Goebbels in loyalty to him. Hitler called Himmler "der treue Heinrich" (the loyal Heinrich). Suddenly, everything changed.

Hitler flew into a rage at this apparent betrayal, and told those still with him in the Berlin bunker complex that Himmler's secret negotiations were the worst treachery he had ever known. Hitler ordered Himmler's arrest, and Fegelein was court-martialed and shot.

By this time, the Soviets had advanced to the Potsdamer Platz, only 300 meters (330 yards) from the Reich Chancellery, and were preparing to storm the Chancellery. This report, combined with Himmler's treachery, prompted Hitler to write his last will and testament. In the testament, completed on April 29—one day prior to his supposed suicide—Hitler declared both Himmler and Göring to be traitors. He stripped Himmler of all of his party and state offices and expelled him from the Nazi Party. Everyone knew that the Third Reich would soon be finished.

On April 30 Hitler was said to have committed suicide along with his wife Eva Braun at their bunker in Berlin. Whether this is what

happened or not, Hitler had named Grand Admiral Karl Dönitz as his successor.

Waffen SS forces at the Russian front during WWII. Note the Death's Head on tank.

EXTRA THE STARS AND STRIPES EXTRA

HITLER DEAD

Fuehrer Fell at CP, German Radio Says; Doenitz at Helm, Vows War Will Continue

Churchill Hints Peace Is at Hand

Starting on May 1, 1945 the northern German port city of Flensburg—on the border with Denmark—was the seat of the last government of Nazi Germany, the socalled Flensburg government led by Karl Dönitz. This government came into power with the announcement of Hitler's death and governed the Third Reich for one week, until German armies surrendered and the town was occupied by Allied troops in the days that followed the May 7 surrender. The regime was officially dissolved on May 23, 1945. It is interesting to note that Flensburg, with a large Danish population, was the site of the first shop devoted to sex toys, lingerie and contraception devices—a sex shop—to open as a business, which was in 1962.

Now that Hitler was no longer in charge of the Third Reich, Himmler met with Dönitz in Flensburg around May 2 and offered himself as second-in-command. He maintained that he was entitled to a position in Dönitz's interim government as Reichsführer-SS, believing the SS would be in a good position to restore and maintain

order after the war. On May 4 Dönitz rejected Himmler's overtures and initiated his own peace negotiations with the Allies. He wrote a letter on May 6 formally dismissing Himmler from all his posts.

On May 7, 1945, the German High Command, in the person of General Alfred Jodl, signed the unconditional surrender of all German forces, East and West, at Reims, in northeastern France. At first, General Jodl hoped to limit the terms of German surrender to only those forces still fighting the Western Allies. But General Dwight Eisenhower demanded complete surrender of all German forces, those fighting in the East as well as in the West. If this demand was not met, Eisenhower was prepared to seal off the Western front, preventing Germans from fleeing to the West in order to surrender, thereby leaving them in the hands of the enveloping Soviet forces.

Wewelsburg Castle.

Jodl radioed Grand Admiral Dönitz with the terms. Dönitz ordered him to sign the document. So with Russian General Ivan Susloparov and French General Francois Sevez signing as witnesses, and

General Walter Bedell Smith, Eisenhower's chief of staff, signing for the Allied Expeditionary Force, Germany was—at least on paper—defeated. The fighting would still go on in the East for another day or so, but the war in the West was over. General Jodl, who was wounded in the assassination attempt on Hitler on July 20, 1944, was later found guilty of war crimes (which included the shooting of hostages) at Nuremberg and hanged on October 16, 1946.

For Himmler, starting May 6, he was rejected by his former comrades and hunted by the Allies. The German high command was in the northern cities of Kiel and Lübeck near the Danish border. While the Russians were already fighting in Berlin and the British/American forces were in southern Germany, the very north of Germany plus Denmark and Norway were still controlled by the Third Reich. High-ranking officers trying to escape Germany in the last days of the war—including allegedly Hitler and his family— first flew from Berlin or other areas of Germany to airfields in the very north of Germany, near the Danish border. Airfields in Denmark and Norway could also be used. From these airfields the fleeing Nazis transferred to other aircraft and flew to Spain where they would be welcomed for a short time until they could transit to other destinations, typically Argentina. Apparently some SS officers escaped by flying to Norway and boarding a U-boat or flying to the secret base in Greenland.

Himmler attempted to go into hiding with a false name and false documents. He would probably have sought to get to Spain where he would be safe. Himmler carried a forged paybook under the name of Sergeant Heinrich Hitzinger that he hoped would give him the chance to escape. With a small band of SS companions, he headed south from near the border with Denmark on May 11 to Friedrichskoog, without a final destination in mind. They continued south to the town of Neuhaus, where the group split up. On May 21, now two weeks after the end of the war, Himmler and two aides were stopped and detained at a checkpoint set up by former Soviet POWs in the town of Bremervörde, further south toward the Dutch border and west of Hamburg. Himmler was vaguely headed south in the direction of Wewelsburg Castle and this may have been his destination.

Now captured, over the following two days, Himmler was moved around to several camps and was brought to the British 31st Civilian Interrogation Camp near Lüneburg, southeast of Hamburg, on May 23. The officials noticed that Himmler's identity papers bore a curious stamp that British military intelligence had seen previously being used by fleeing members of the SS on their forged documents.

The duty officer, Captain Thomas Selvester, began a routine interrogation of the prisoner. But within minutes Himmler admitted who he was and Selvester had the prisoner searched. Himmler was then taken to the headquarters of the Second British Army in Lüneburg, where a doctor was to conduct a medical exam on him. The doctor attempted to examine the inside of Himmler's mouth, but the prisoner was reluctant to open it and jerked his head away. Himmler then bit into a hidden potassium cyanide pill and collapsed onto the floor. Within 15 minutes he was dead.

Shortly afterward, the British say that Himmler's body was buried in an unmarked grave near Lüneburg. The grave's location remains unknown and the British did not want it to become a cult pilgrimage site for former SS officers. It may have been that Himmler was cremated and his ashes thrown into a river as was the tradition within the SS. We simply do not know if Himmler was buried in an unmarked grave or cremated.

Wikipedia gives an interesting assessment of Himmler at the end of its page on him:

> Historian John Toland relates a story by Günter Syrup, a subordinate of [Rheinhard] Heydrich. Heydrich showed him a picture of Himmler and said: "The top half is the teacher, but the lower half is the sadist." Historian Adrian Weale comments that Himmler and the SS followed Hitler's policies without question or ethical considerations. Himmler accepted Hitler and Nazi ideology and saw the SS as a chivalric Teutonic order of new Germans. Himmler adopted the doctrine of Auftragstaktik ("mission command"), whereby orders were given as broad directives, with authority delegated downward to the appropriate level to carry them out in a timely and efficient manner. Weale states that the SS ideology gave the men a doctrinal framework, and the mission

command tactics allowed the junior officers leeway to act on their own initiative to obtain the desired results.

Heinrich Himmler dead.

Himmler's doctrine of "mission command" is important to the postwar activities of the SS. Hitler had effectively left the SS without a leader when he stripped Himmler of authority in April and Admiral Dönitz ordered him arrested on May 6. This order would have been broadcast throughout the armed forces of the Third Reich on that day and Himmler had to go into hiding with a few loyal members.

But there were thousands of SS officers and troops that were still loyal to the SS and its goals—whatever they might be now that Germany had been overrun by the Allies and capitulated. Who were they loyal to now? It wasn't really to Hitler or Himmler, or to Admiral Dönitz. It was to a secret society, a secret society known as the Black Sun. And within that secret society—one possessing a staggering amount of materiel, including submarines, long-range aircraft, hidden bases and even flying saucers—the "mission command tactics allowed the junior officers leeway to act on their own initiative to obtain the desired results." In other words, these SS commanders were now free to use their own initiative to proceed after the war to conduct whatever operations they saw fit "to obtain the desired results." But what were those desired results? What results could these postwar Nazis and SS officers hope to achieve after the war? Indeed, that is the focus of this and my two previous books.

Aside from solidifying their territories in Antarctica and South America, they began a psychological warfare operation in the USA and around the whole world. This far-reaching operation involved flying saucers, Andromeda motherships, submarines and secret bases around the world. This operation may be continuing to this day.

Himmler's Witch Library and Houska Castle

Himmler was interested in mysticism and the occult from an early age. He tied this interest into his racist philosophy, looking for proof of Aryan and Nordic racial superiority from ancient times. He promoted a cult of ancestor worship, particularly among members of the SS, as a way to keep the race pure and provide morality to the nation. Viewing the SS as an "order" along the lines of the Teutonic Knights, he had them take over the Church of the Teutonic Order in Vienna in 1939. He began the process of replacing Christianity with a new moral code that rejected humanitarianism and challenged the Christian concept of marriage. The Ahnenerbe, a research society founded by Himmler in 1935, searched the globe for proof of the superiority and ancient origins of the Germanic race. It was the 1938 Ahnenerbe expedition to Tibet that paved the way for the secret air base in western Tibet that has been proposed.

Wewelsburg Castle.

At the center of Himmler's occult world was Wewelsburg Castle in the northeast of North Rhine-Westphalia state. Himmler bought the castle in 1934 to be an academy for SS officers. Himmler's plans included making it the "center of the new world" ("Zentrum der neuen Welt") following the "final victory." This was presumably the creation of Greater Germany and the defeat of the Soviet Union. The monumental estate of Wewelsburg was never realized; only detailed plans and models exist. In 1941 the Black Sun insignia was placed in the floor of the main room at Wewelsburg Castle. Says Wikipedia about the castle:

> The castle crew consisted of members of all SS branches, the "General SS" ("Allgemeine SS"), the police and the "Armed SS" ("Waffen SS"). Also working at the castle were proponents of a kind of SS esotericism consisting of Germanic mysticism, an ancestor cult, worship of runes, and racial doctrines. Himmler, for example,

adapted the idea of the Grail to create a heathen mystery for the SS.

No proof exists that Himmler wanted a Grail castle, but redesign of the castle by the SS referred to certain characters in the legends of the Grail: for example, one of the arranged study rooms was named Gral (“Grail”), and others, König Artus (“King Arthur”), König Heinrich (“King Henry”), Heinrich der Löwe (“Henry the Lion”), Widukind, Christoph Kolumbus (“Christopher Columbus”), Arier (“Aryan”), Jahrlauf (“course of the seasons”), Runen (“runes”), Westfalen (“Westphalia”), Deutscher Orden (“Teutonic Order”), Reichsführerzimmer (“Room of the Empires Leader(s)”; “Reichsführer-SS”, or “the Reich’s Leader of the SS” was Himmler’s title), Fridericus (probably in reference to Frederick II of Prussia), tolle Christian (probably referring to Christian the Younger of Brunswick, Bishop of Halberstadt), and Deutsche Sprache (“German language”). In addition to these study rooms, the SS created guest rooms, a dining room, an auditorium, a canteen kitchen, and a photographic laboratory with an archive.

Oak was used to panel and furnish these rooms, though (according to contemporary witnesses) only sparingly. All interior decoration was shaped by an SS sensibility in art and culture; the preferred elements of design were based on runes, swastikas, and Germanically interpreted Sinnzeichen (sense characters). Tableware, decorated with runes and Germanic symbols of salvation, was manufactured specifically for Wewelsburg castle, and Himmler’s private collection of weapons was housed in the castle.

From 1939, the castle was also furnished with miscellaneous objects of art, including prehistoric objects (chiefly arranged by the teaching and research group Das Ahnenerbe), objects of past historical eras, and works of contemporary sculptors and painters…

All regalia and uniforms of Nazi Germany, particularly those of the SS, used symbolism in their designs. The stylized lightning bolt logo of the SS was chosen in 1932. Himmler modified a variety of existing customs to emphasize the elitism and central role of the SS: He established an SS naming ceremony to replace baptism, marriage

ceremonies were to be altered, a separate SS funeral ceremony was to be held in addition to Christian ceremonies, and SS-centric celebrations of the summer and winter solstices were instituted.

Biographers have claimed that Himmler believed that the power of the old occult masters and Christian Celto-Germanic Nature religion would help the Nazis rule the world. Himmler claimed that the Catholic Church's Inquisition had purposefully attempted to repress an indigenous German pagan nature-based religion known as völkisch, in a conspiracy against the Aryan race. Some biographers of Himmler say that he claimed that one of his own ancestors had been burned as a witch. Himmler was also deeply involved in astrology. He officially approved pagan holidays and took rites from traditional pagan cults.

The Black Sun logo on the floor of the main chapel at Wewelsburg Castle.

Some accounts claim that all of the Nazis, including Hitler, attended ceremonies of the new SS cult. Some of these ceremonies are thought to have taken place in Houska Castle located 47 kilometers north of Prague. Built in the 13th century to serve as an administration center, the castle is considered one of the best preserved in the world and still contains a Gothic chapel, a green chamber with Late-Gothic paintings, and a knights' drawing room.

Folklore stories tell that the castle covers one of the gateways to hell, having been built to prevent demons (trapped in lower levels) from reaching the world. The castle is said to have been constructed over a large hole in the ground that was said to be so deep no one could see the bottom. Animal-human hybrids were reported to have crawled out of it, and dark-winged, otherworldly creatures flew in its vicinity.

During World War II, the Wehrmacht occupied the castle until 1945. The Nazis were said to have conducted experiments into the occult, which would probably mean SS ceremonies and experiments. In some ways the castle is the model for the popular video game *Wolfenstein*, which concerns a castle where the SS are conducting experiments.

The castle has been open to the public since 1999. Tourists may visit the chapel and see the fading frescoes and murals including pictures of demon-like figures and animal-like beings.

On March 18, 2016, the *Daily Mail* in London carried this story about a special witches library that Himmler had collected that was found in Prague. The article said that the books were to be sent to Wewelsburg Castle:

Waffen SS forces in France during WWII. Note the Death's Head ensignia.

A rare library of books on witches and the occult that was assembled by Nazi SS chief Heinrich Himmler in the war has been discovered in the Czech Republic. Himmler was obsessed with the occult and mysticism, believing the hocus-pocus books held the key to Ayran supremacy in the world. The books—part of a 13,000-strong collection—were found in a depot of the National Library of Czech Republic near Prague which has not been accessed since the 1950s.

Norwegian Masonic researcher Bjørn Helge Horrisland told the Norwegian newspaper *Verdens Gang* that some of the books come from the library of the Norwegian order of Freemasons in Oslo, seized during the Nazi occupation of the country.

In 1935 Himmler founded the 'H Sonderkommando'—H standing for Hexe, the German word for witch—to collate as much material as possible on sorcery, the occult and the supernatural. The bulk of the collection was called the 'Witches Library' and concentrated on witches and their persecution in medieval

Germany. One of Himmler's quack theories was that the Roman Catholic Church tried to destroy the German race through witchhunts. He also discovered that one of his own ancestors was burned as a witch.

Adolf Hitler never shared the enthusiasm for the occult held by his master butcher, but he gave him free reign to live out his fantasies.

The books were intended to be stored at Wewelsburg Castle in western Germany, the 'Black Camelot' of Nazism where Himmler created a court of SS 'knights' modeled on the legend of King Arthur and the Knights of the Round Table.

The castle [Wewelsburg] today is a museum and place of remembrance. The swastika-daubed ceiling of the room where he met with his evil knights forms the centerpiece of the exhibition. Historians are to analyze the Witches Library and a Norwegian TV company is to make a documentary about the find.

So we have two castles, one in Germany and one in Czech, that were associated with Himmler and the SS. Officers and other recruits into the SS were from Germany, Austria, Denmark, Czech Republic, Ukraine and the Baltic states. We really don't know what went on at Houska Castle and probably never will. But one thing that we do know is that any SS officers in that castle would be wearing the Totenkopf ring, a very special piece of regalia.

The Death's Head Ring

The Totenkopf (death's head) symbol was used by German military units for hundreds of years. Use of the Totenkopf as a military emblem began under Frederick the Great (1740-1786), who formed a regiment of Hussar cavalry in the Prussian army commanded by Colonel von Ruesch. It adopted a black uniform with a Totenkopf emblazoned on the front of its battle hat. The Totenkopf continued to be used by the Prussian and Brunswick armed forces until 1918, and some of the storm troopers that led the last German offensives on the Western Front in 1918 wore Totenkopf badges.

SS Totenkopf symbol 1934-1945.

SS Totenkopf symbol 1923-1934.

Julius Schreck with totenkopf badge.

In the early days of the Nazi Party, Julius Schreck, an early Nazi and the leader of the Stabswache (Adolf Hitler's bodyguard unit), resurrected the use of the Totenkopf as the unit's insignia. This unit grew into the Schutzstaffel (SS), which continued to use the Totenkopf as one of its insignias throughout its history. Reichsführer-SS Heinrich Himmler is reported to have written that the Totenkopf had the following meaning:

> The Skull is the reminder that you shall always be willing to put your self at stake for the life of the whole community.

The 3rd Panzer Division of the Waffen-SS had Totenkopf patches on their uniform collars instead of the SS runes. Both the 3rd Panzer Division of the Waffen-SS and the Luftwaffe's 54th Bomber Wing Kampfgeschwader were given the unit name "Totenkopf." This Luftwaffe unit used a similar graphic skull and crossbones insignia as the SS units with the same name.

The Totenkopf appeared on SS uniforms and was famously worn as the Totenkopf ring. Himmler placed particular importance on the death's-head rings; they were never to be sold, and were to be returned to him upon the death of the owner.

We need to remember that the SS was a secret society. They had initiation ceremonies, secret passwords, ranks, insignias and special hardware such as uniforms and rings. The SS Death's Head ring was a special ring of a secret society. It was to be worn on the third finger of the left hand. Each ring came in a special numbered box and was unique in some way. While thousands of these rings were made from 1935 to 1945 only a few are extant today, and they are valuable collectors items.

The four different runes on the Death's Head ring worn by the SS.

The different symbols on the Death's Head ring.

Says Wikipedia about the SS Death's Head ring:

The SS-Ehrenring ("SS Honor Ring"), unofficially called Totenkopfring (i.e. "Skull Ring," literally "Death's Head Ring"), was an award of Heinrich Himmler's Schutzstaffel (SS). It was not a state decoration, but rather a personal gift bestowed by Himmler. The SS Honor Sword and SS Honor Dagger were similar awards.

The ring was initially presented to senior officers of the Old Guard (of which there were fewer than 5,000). Each ring had the recipient's name, the award date, and Himmler's signature engraved on the interior. The ring came with a standard letter from Himmler and citation. It was to be worn only on the left hand, on the "ring finger." If an SS member was dismissed or retired from the service, his ring had to be returned.

The name of the recipient and the conferment date was added on the letter. In the letter, according to Himmler, the ring was a "reminder at all times to be willing to risk the life of ourselves for the life of the whole."

It became a highly sought-after award, one which could not be bought or sold. Some SS and police members had local jewelers make unofficial versions to wear. In 1938, Himmler ordered the return of all rings of dead SS men and officers to be stored in a chest in Wewelsburg Castle. This was to be a memorial to symbolize the ongoing membership of the deceased in the SS order. In October 1944, Himmler ordered that further manufacture and awards of the ring were to be halted. Himmler then ordered that all the remaining rings, approximately 11,500, be blast-sealed inside a hill near Wewelsburg. By January 1945, 64% of the 14,500 rings made had been returned to Himmler after the deaths of the "holders." In addition, 10% had been lost on the battlefield and 26% were either kept by the holder or their whereabouts were unknown.

The design of the ring reflects Himmler's interest in Germanic mysticism and includes the Totenkopf symbol and Armanen runes. Runes seen on the ring

•One Sig Rune left and right of the skull framed by a triangle represents the power of the sun and conquering energy

•A Hagal rune (framed by a hexagon) which represents the faith and camaraderie that was idealized by the leaders of the organization. The esoteric meaning of the Hagal rune was, according to Guido von List, to: "…enclose the universe in you and you control the universe."

•A swastika (standing on the vertex) framed by a square. The SS liked to portray the Swastika as another influential symbol of the power of the Aryan race.

•The double runes on the rear of the ring framed by a circle were to be Heilszeichen (literally: signs of salvation) of the past. They were a creation of the SS designers rather than historical runes. They are Wiligut's [Karl Maria Wiligut, designer of the ring] variation of the "gibor" rune plus a bind rune for "o" and "t." The bind rune was designed by Wiligut, and spells "Gott" the German word for God.

The ring is wreathed with oak leaves.

The Death's Head ring worn by the SS.

Most people would have trouble recognizing all the runes, particularly the "double" rune. Later the SS would add the Black Sun symbol to its insignias, a yantra-mandala meditation device created out of runes. What might be interesting for speculation here is whether these runic symbols, individually or together, might have appeared on the Haunebu, Vril and Andromeda craft or on the uniforms of the occupants of the craft. No matter what the occupants of any UFO may be wearing—overalls, metallic-like suits or whatever—we can call them uniforms.

So, were these symbols occasionally seen by UFO witnesses? Odd hieroglyphs and symbols have often been reported and these reports may well be of one or more of these SS runes. Particularly, the double rune would seem like hieroglyphs that were curious and hard to remember.

Also, we may suppose that after the war most Germanic symbols and numbers would have been painted over with black. Did the SS then put the Black Sun symbol on the Haunebu and Vril craft? Perhaps some of the SS runes were also painted on parts of the craft. Each craft, of which there must have been a dozen or more, would have needed some special marking, quite possibly a rune.

With the Andromeda craft, the mothership, it seems unlikely that it had any markings on the outside of the craft at all. There were few of these craft and it would seem any rune or Black Sun markings were on the inside of the craft and these could be seen by anyone inside the craft, including “abductees.”

The Final Battle and the Move to Argentina

One thing that seems for certain is that the standard Nazi swastika ceased to be used on any of the craft, including long-range aircraft that they made and still had just after the war. Even the German cross was probably not used after the war and either a rune or the Black Sun insignia was used in its place. This would have been hard to see when the craft was in flight and it would have been black on dark grey, or dark grey on black and difficult to really see or photograph, unless the craft were stationary and in a hangar.

The SS runes.

Writers like Wilhelm Landig who are quoted in Henry Stevens' book *Dark Star*[46] claim that at the end of the war a number of submarines refused to surrender to the Allies and became part of the Black Fleet. This fleet left from ports in northern Germany, Denmark, and Norway or were already at sea in the final days before Germany surrendered. Many of these submarines congregated in the North Sea off the east coast of Iceland. Here a portion of the British fleet gathered in search of these wayward craft and a battle was had on May 6, 1945, one day before the Germans began signing surrender documents on May 7. Hitler was said to have committed suicide on April 30.

So, only a few days before Germany's surrender a battle took place in the North Sea and all of the British ships were sunk. Landig claimed that a Haunebu was launched from the secret base in Greenland called "Beaver Dam" to locate the British fleet. After the battle the U-boats went their separate ways to various secret submarine bases that the Third Reich had started developing in the 1930s. These included secret submarine bases in Greenland, the Canadian Arctic base known as Point 103, the Russian Arctic, the Canary Islands, Antarctica and South America.

As the Allies took control of what was left of the Third Reich on May 8 and 9 a Black Fleet of U-boats were heading for various destinations while long-range aircraft—and flying saucers—left from

airfields in northern Italy, Austria, Czech areas, northern Germany, Denmark and even Norway. Apparently some of these long-range aircraft flew to northern Finland and Tibet. Other aircraft flew to Spain, the Canary Islands and the Spanish Sahara. This exodus of craft and personnel had begun in late April 1945.

Ultimately, the secret base at New Schwabenland in Antarctica would be used by many of the U-boats as well as some of the Haunebu and Vril craft. While long-range aircraft may not have been able to land at the base in Antarctica it certainly would have been possible for an Andromeda mothership to land there. The secret bases in Patagonia and other areas of Argentina, Chile and Paraguay were key to ex-Nazis and SS officers to infiltrate South America and attempt to reconstitute the Reich in the resource-rich and under-populated areas of these countries.

For the first two years after the end of the war in May of 1945 things were pretty quiet as far as the activities of the extraterritorial Nazis were concerned. But then in the summer of 1947 things started happening. Operation Highjump had been repelled by the secret base in New Schwabenland and the build up of Nazis in South America, particularly Argentina, had occurred. Juan Peron was now President of Argentina and he openly welcomed Nazis to his country and gave them jobs. Otto Skorzeny, “Mr. Nazi International” himself, became a military advisor to President Peron and the bodyguard for Eva Peron. Peron was said to have given top Nazis in Argentina 10,000 blank Argentinian passports and identity cards to give escaping Nazis and SS officers new identities.

Said an article in *The Buffalo News* by Gerald Posner on November 24, 1991 under the title “Answers To Fate Of Martin Bormann, Other Nazi Secrets, In Argentine Files”:

> Argentine police files almost certainly include answers to some of the last great World War II mysteries, including the fate of Martin Bormann, Hitler’s deputy, and the disposition of hundreds of millions of dollars in treasure looted from Europe and smuggled to South America. The files may well resolve the controversy over whether Bormann, who oversaw the exodus of the treasure, died in 1945 or escaped to Argentina.

Though Bormann, who was born in 1900, doubtless is dead, expert opinion remains divided about his postwar fate. The basis for concluding that Bormann is dead is a set of bones discovered in Berlin in 1972. But the forensic examination was slipshod. No German court has certified his death. The Bormann family was so skeptical that they refused to accept the remains.

Besides, eyewitness testimony makes a compelling case for Bormann's escape and survival.

Yet Argentina has steadfastly balked at releasing the Bormann file, much less conducting a soul-searching review of its collaboration with the Third Reich.

Why should a government whose president, Carlos Saul Menem, visited President Bush and addressed a joint session of Congress, protect the files of war criminals 46 years after the war ended?

The answer is that Argentina has much to hide in the Bormann affair.

During World War II, pro-Axis Argentina was the largest listening post for Nazi intelligence outside of Germany.

The dictator Juan Peron unabashedly admired Hitler. Peron set aside more than 10,000 blank passports and identity cards for Nazi fugitives. Bormann was at the top of the list.

Bormann directed a German submarine operation whose purpose was to ship death-camp booty to Argentina.

Nazi records show that as much as 550,000 ounces of gold, 3,500 ounces of platinum and 4,638 carats of diamonds, hundreds of works of art as well as millions in gold marks, pounds, dollars and Swiss francs were sent aboard six U-boats to Argentina.

Those boats landed along the coast in 1945. The Argentine government still classifies the interrogations of the crew members.

Did Bormann arrive to enjoy the spoils? Or did Peron keep the treasure for himself? There should be no safe haven for the files of mass murderers.

Essentially, Argentina admitted that it had a file on Martin Bormann but would not release it. Then in June of 1996 it was reported in newspapers in Buenos Aires that a Uruguayan passport reportedly used by Martin Bormann in the name of Richard Bauer

had shown up at the newspaper *La Mañana del Sur* (Southern Morning) in the northern Patagonia resort city of Bariloche, a city known to have harbored many Nazis after the war. The newspaper asked: Did Martin Bormann die in Argentina?

The article speculated that the discovery of this passport may bring an end to the mystery surrounding Adolf Hitler's personal aide and treasurer of the Nazi Party. Bormann, who was first thought to have died in Berlin at the end of World War II, was long believed to have actually fled Germany for South America.

Martin Bormann in 1939.

The passport with Richard Bauer's name bears the number 9892 and was issued at the Uruguayan Consulate in Genoa, Italy, on January 3, 1946. The bearer's photo, of a balding man wearing a dark jacket, white shirt and no tie, shows a strong likeness to the remaining pictures of Bormann. Bormann was one of the most powerful men in the Nazi regime. Toward the end of the war, he was secretary general and treasurer of the Nazi Party, held the second-

ranking position in the government and was the executor of Hitler's will.

Some historians believe that Bormann died on May 1, 1945, a day after Hitler's suicide. Witnesses said he was killed by a Soviet artillery barrage hours before the Soviet Army stormed Hitler's bunker. He was then buried in an unmarked grave by Soviet soldiers. Other historians, including Nazi hunter Simon Wiesenthal believed that Bormann was living in South America.

Richard Bauer died in Buenos Aires in 1975 of liver cancer, the unidentified man with the passport told the newspaper. He said he was telling the story now because he wanted "the truth about Bormann to be known."

However, Bormann may never have made it to South America at all. In 1963, a retired postal worker named Albert Krumnow told police that around May 8, 1945 the Soviets had ordered him and his colleagues to bury two bodies found near the railway bridge near Lehrter station in West Berlin. Thinking that one of the bodies might be that of Martin Bormann the German government began excavating in the area. Nothing was found until December 7, 1972 when construction workers uncovered human remains near Lehrter station just 12 meters from the spot where Krumnow claimed he had buried them.

Upon autopsy, fragments of glass were found in the jaws of both skeletons, suggesting that the men had committed suicide by biting cyanide capsules to avoid capture. Dental records reconstructed from memory in 1945 by a dentist named Hugo Blaschke identified one skeleton as Bormann's, and damage to the collarbone was consistent with injuries that Bormann's sons reported he had sustained in a riding accident in 1939. We have to wonder about reconstructing dental records from memory.

According to Wikipedia the remains were conclusively identified as Bormann's in 1998 when German authorities ordered genetic testing on fragments of the skull. Tests using DNA from one of his relatives identified the skull as that of Bormann. Bormann's remains were cremated and his ashes were scattered in the Baltic Sea on August 16, 1999.

Perhaps the German government is trying to throw people off with a fake DNA test, but it may well be that Bormann did die on that violent day of May 8, 1945. Martin Bormann never made it to Argentina, it would seem. But that doesn't really matter. If Bormann did die in Berlin his Nazi friends—wherever they were—were completely unaware of his death. He was so widely believed to have escaped to South America that many Nazis probably believed it. They just never met up with him.

One of those passports from Juan Peron was supposedly for Martin Bormann, but it seems that it was never used. On top of this we have the curious Uruguayan passport in the name of Richard Bauer. Who was he? Some other ex-Nazi that fled to South America and will remain anonymous? Had he ever flown in a Haunebu? What did he know about the Winged Serpent insignia?

The Winged Serpent Insignia

With Germany divided and occupied by four world powers, the postwar Nazis, many of them former SS officers, attempted to build a mini-Reich in South America while still using their secret bases in Antarctica, the Canary Islands, Greenland and elsewhere to conduct massive psychological warfare on their former enemies. Here was an extraterritorial Nazi group that had submarines, secret bases, long-range aircraft and flying saucers—but they did not have a country.

The Egyptian winged serpent.

The Egyptian winged serpent.

Despite fanciful stories of the Germans building a New Berlin in Antarctica or inside the Hollow Earth, the Germans realized that Antarctica couldn't really be their new home. They could keep their secret bases and submarines for as long as they could, but ultimately they would need territory where there could be farms, ranches, towns, and factories. Also, a territory where they could have meaningful trade and interaction with the outside world. This could not occur in Antarctica.

Therefore South America became that de facto territory for the extraterritorial postwar Nazis. They had already acquired quite a bit of land and owned factories, banks, hotels, publishing companies and import houses. They operated all throughout Latin America, and Mexico became an important trading partner for these companies. Meanwhile, these extraterritorial Nazis with their flying saucers decided to rebrand themselves. Gone were the faded Black Sun insignias, and even the U-boats were now basically useless. It would appear that in the 1960s, the SS Nazis with their flying saucers came up with a winged serpent insignia that they would display on their uniforms. This harkens back to both ancient Egypt and to ancient Mexico.

The winged serpent motif is present in Mexico and Central America as Quetzalcoatl, the feathered or winged serpent. In ancient Egypt the motif of a winged serpent appears in a number of places

including as Uati, the Lady of Heaven, who is depicted as a cobra with wings wearing the crown of Egypt. Other depictions are of winged disks with snakes on either side of the disks.

There were two very curious UFO incidents, one in 1967 and one in 1979, involving occupants of UFO craft with a curious serpent badge or insignia on their chests. One of the insignias was of a serpent with a very wide X behind it making it look like a winged serpent. Were these insignias of a special group—perhaps a psyops team of the SS—that were called the Winged Serpent or something? Let us look at these curious cases.

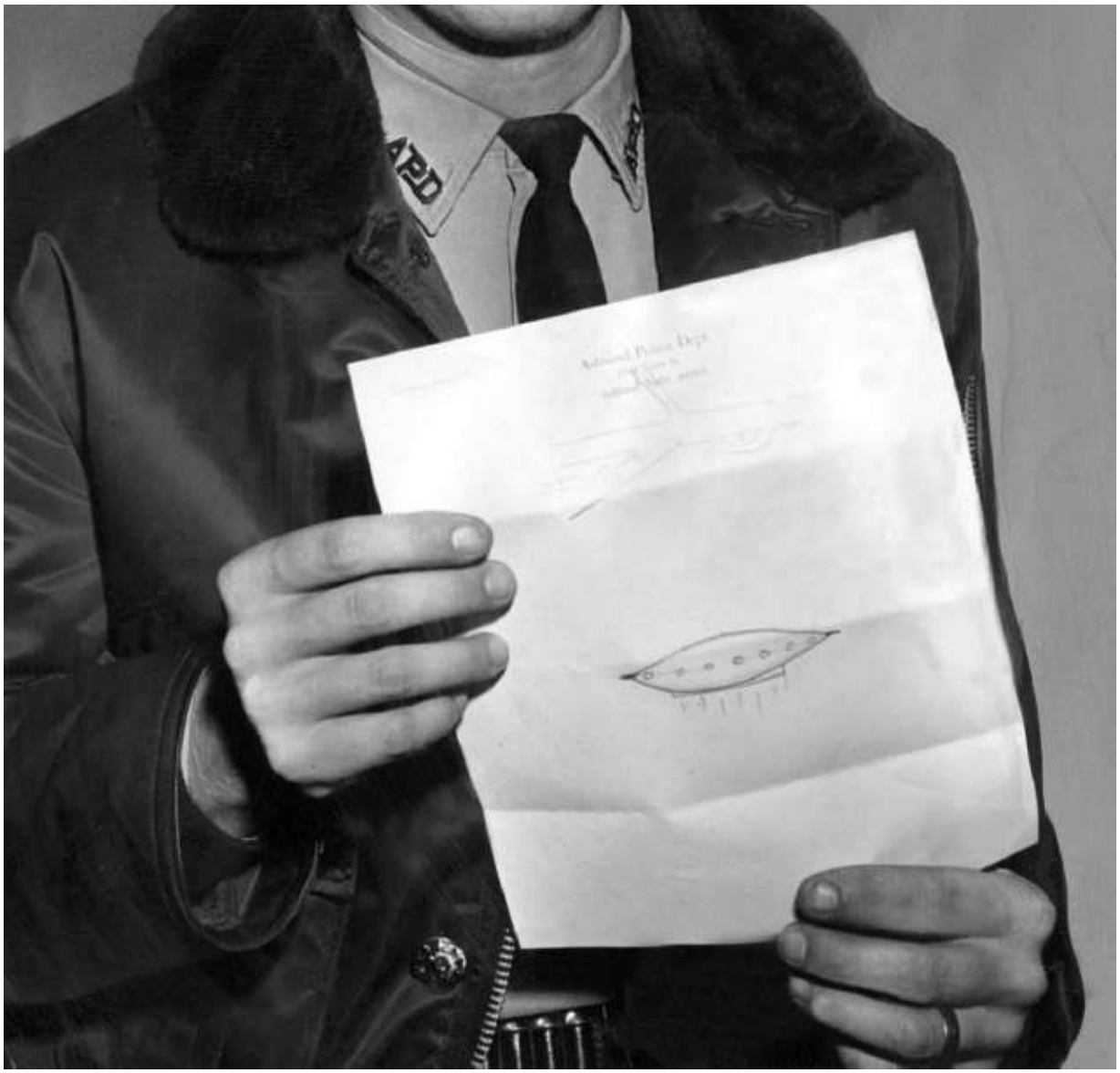
The first of these incidents took place in 1967 and involved occupants of a flying saucer wearing caps with an antenna on one ear and the emblem of a serpent with small wings on the breast of the uniform.

The story begins in Ashland, Nebraska, on December 3, 1967, where Herbert Schirmer, a 22-year old patrolman, was making his usual rounds late at night. He had checked the Ashland Sales Barn and several gas stations along Highway 6 when he noticed what he thought were red lights on top of a large truck. He had just passed through the intersection of Highways 6 and 63 at about 2:00 AM. He drove the short distance down Highway 63 and stopped with his headlights shining on the object with the lights.

According to Schirmer, the object was a metal oval or disk shape. The red lights that he had seen were blinking through the oval portholes of a metallic, oval-shaped object that was hovering at a height of about eight feet above the road’s surface. The object appeared to have a polished, aluminum surface and had a sort of walkway around it. It had a structure underneath, like the housing for landing gear.

The Egyptian winged serpent known as Uati.

The next thing Schirmer could remember was that the object rose into the air with electric flames coming from underneath. It passed almost directly over Schirmer's patrol car, and the object quickly shot out of sight. Schirmer returned to the police station, noting that it was now 3:00 AM. This surprised him because he felt that only ten minutes had passed and now it seemed that he had about 45 minutes of missing time.



Patrolman Herbert Schirmer holding his drawing of the craft he saw.

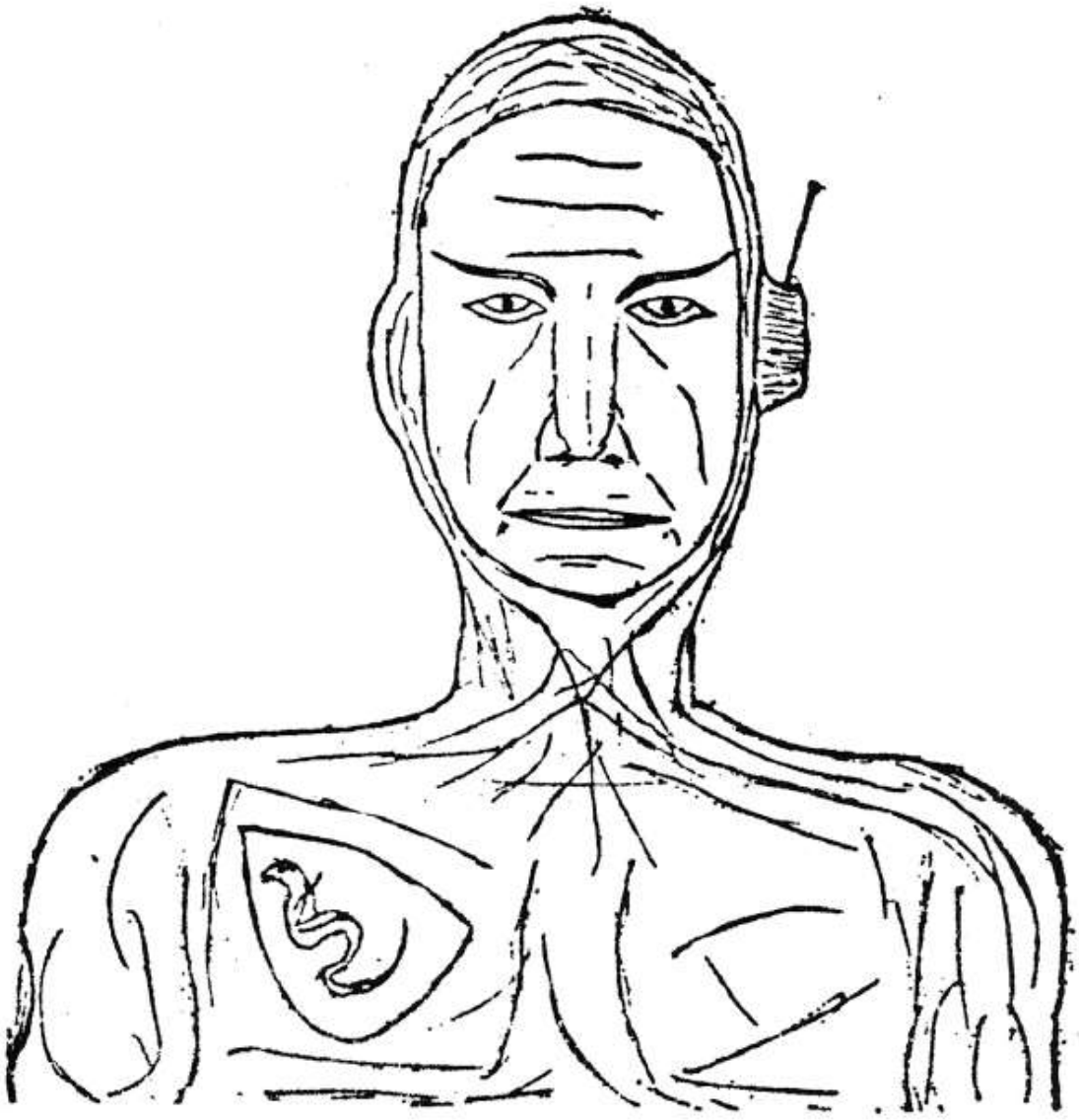
At the station, he made this entry into his logbook: “Saw a flying saucer at the junction of highways 6 and 63. Believe it or not!” Afterward, Schirmer developed a red welt on his neck, a headache, and he began to feel ill. Word of Schirmer’s sighting was related to the Condon Commission at the University of Colorado, which investigated the incident.

Schirmer was asked to come to Boulder, Colorado. At Boulder, on February 13, 1968, he was hypnotized by psychologist and UFO researcher Dr. Leo Sprinkle of the University of Wyoming. Under hypnosis, Schirmer recalled that, after he stopped his car near the object, the engine died and his radio went silent. A white object

emerged from the craft and seemed to communicate mentally with him, preventing him from drawing his gun as he was wont to do.

After the hypnotic session had ended, Schirmer was able to recall even more details about the encounter. The beings were friendly, they drew energy from electrical power lines, and they told him that they had a base on Venus. He said that the occupants wore uniforms with an emblem of a serpent with small wings on the right breast as well as a headphone with an antenna coming out of it over one ear. He drew a picture of one of the occupants, who appeared to be an ordinary male human with a special flight suit and head covering with the earphone and antenna over the left ear and the serpent emblem inside a triangle over the right breast.

Patrolman Herbert Schirmer (left) at his desk in Nebraska..



Schirmer's 1967 drawing of the man with an antenna and winged serpent badge.

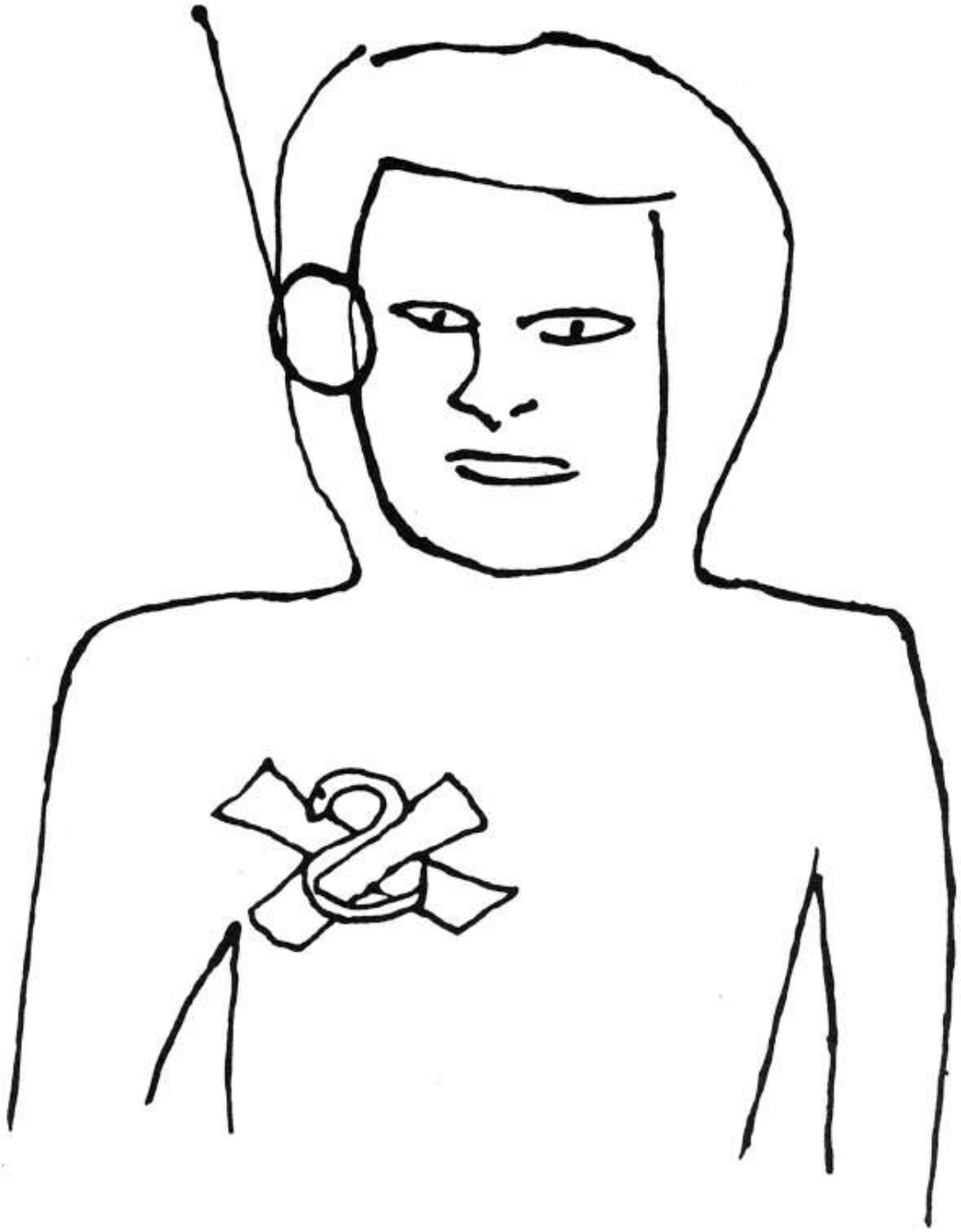
The Condon Committee concluded: "Evaluation of psychological assessment tests, the lack of any evidence, and interviews with the patrolman, left project staff with no confidence that the trooper's reported UFO experience was physically real." Psychologist Dr. Sprinkle, however, felt that Schirmer "believed in the reality of the events he described."

Schirmer returned to his job in Ashland and was appointed Ashland's Police Chief when the former chief resigned. However, he resigned after only two months, saying that he was unable to concentrate on his job due to his UFO experience. Apparently things

did not go well for Schirmer; he said that he was ridiculed by some of the townspeople, his car was dynamited, and his wife left him.

Assuming Schirmer's account is real, we have to wonder what this winged serpent badge is all about. They told him they were from the planet Venus. This is where George Adamski said that his extraterrestrial contacts told him they were from. But we know now that it is unlikely for life as we know it to exist on Venus, so where were these people from? Were they part of some special SS group, perhaps one that is designed to sow discord and confusion in the US and other Western countries? Part of a psyop as espoused by Joseph Farrell in his books?

Then there is another case of serpent badges similar to those described in Schirmer's hypnotic session. In the 1982 book *UFO Contact from Undersea*[3] by Lt. Col. Wendelle Stevens (retired) the curious case of Iris Cardenas is explored. Stevens was drawn to the case by a news clipping from the *Miami News* February 23, 1979 edition. Stevens investigated the case, one that was already being investigated by a Cuban refugee UFO researcher named Doctor Virgilio Sanchez-Ocejo. Much of the book recounts Sanchez-Ocejo's research that includes multiple sightings and abductions of the Cardenas family, Filiberto and Iris, who lived in Hialeah, Florida.



Iris Cardenas' drawing of the man with an antenna and winged serpent badge.

Hangar 18 - Episódio 80

Caso Herbert Schirmer

A anedota com que abrimos este comentário torna-se atualíssima se for aplicada ao debate sobre os discos voadores que, de uns tempos para cá, está reconquistando um insuitado vigor. As posições - obviamente - denunciam contrastes bastante acentuados e divergências que vão do ceticismo mais esquivo à aceitação mais... ingénua. [illegible]

modelo de Ufo assim como não é culpa deste cientista norte-americano [illegible] se nenhum Ufo (pelo menos oficialmente) foi acabar até agora, nas mãos dos terrestres. Dissemos "oficialmente" porque (segundo se afirma) alguns Ovnis em avaria já se teriam espatifado sobre nosso planeta (aconteci[illegible]

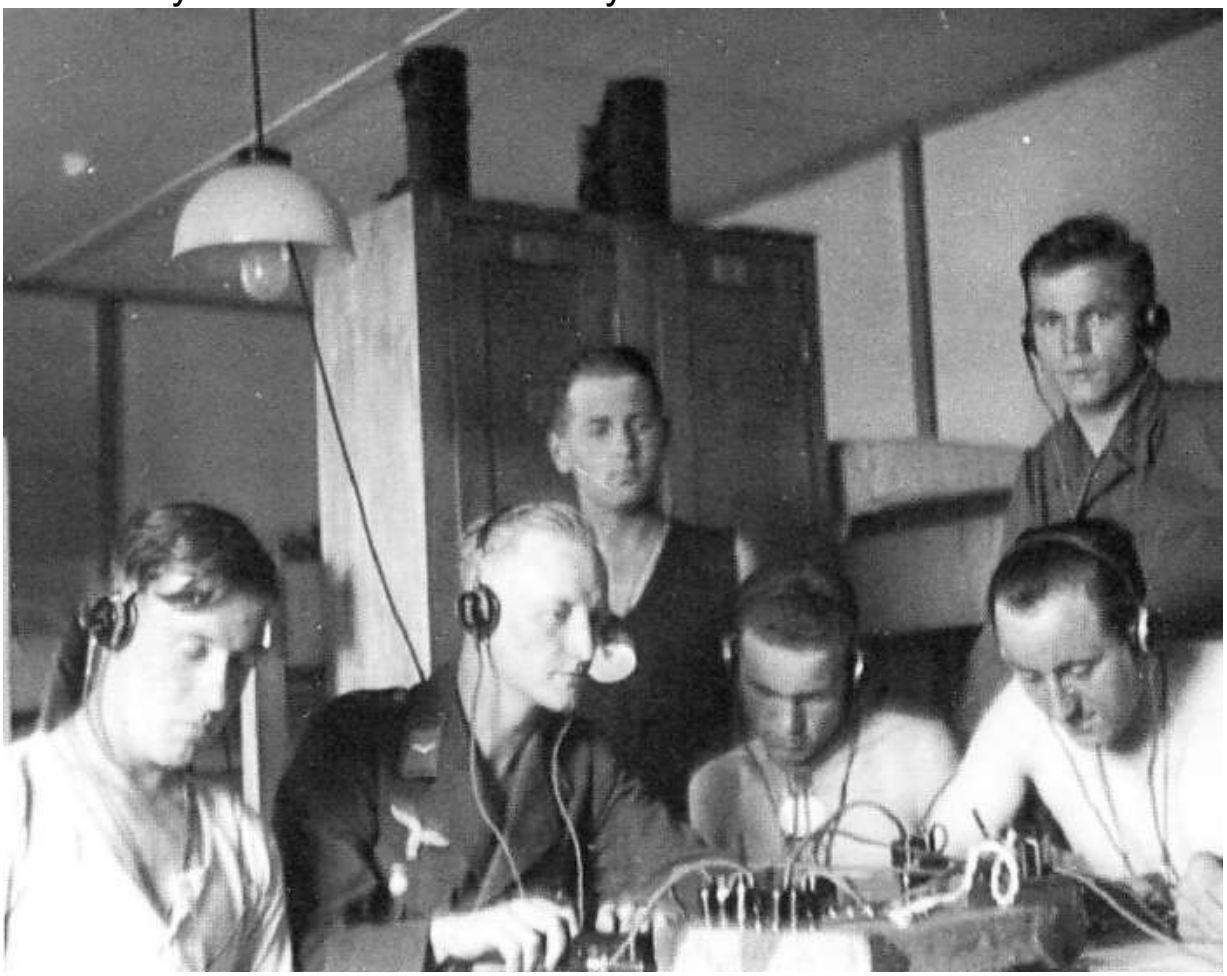
mágica aos seus olhos...) mas, superada a imensa surpresa - sentir-se-iam, por certo, completamente à vontade, pelo menos até quando não começassem a indagar pormenorizadamente acerca dos

A Spanish article about the Schirmer case.

In their first encounter their car malfunctioned and the engine died. After getting out of the car, Filiberto said he was struck by a beam of light from a flying saucer and paralyzed. His wife, Iris, drew a picture of one of the occupants of the flying disk and it was very similar to the one described by Schirmer: a human with a suit and hood and an earphone over one ear with an antenna coming out of it and a serpent with a large winged-X behind it. The beings' message to the Cardenas was one of Universal Love. They also told her that the Catholic Pope was working with them and was also a man of great love.

So, what are we to make of the saucer men with their antenna ears and serpent emblems? The earphone with the antenna seems very 1960s and 70s. The serpent emblem would seem to indicate that these occupants are from planet Earth and were using the earthly symbol of a snake as the insignia of their "strike group" or squadron. With their paralyzing rays and their uniforms, they appear to be some faction of the breakaway SS groups in South America. Was their mission to create confusion in the United States in regard to the many stories of UFO encounters?

In his book *Saucers, Swastikas and Psyops*,[38] Joseph Farrell discusses the Nazi International and its psyops against the West. Fundamentally important to these psyops was money, and Farrell says that the central figure for this money and the various operations of Nazi International was Otto Skorzeny. Skorzeny had received the gold and other assests sent by Bormann, but apparently Bormann never showed up to administer this massive amount of money. Skorzeny became the de facto director of all of these substantial funds. Says Farrell about Skorzeny:



Stuka pilots going through radio training circa 1942.

It was Skorzeny who played a central role in Bormann's plan to evacuate liquid and hard assets in the form of cash and various bullions out of Europe to safe havens in South America. As such, Skorzeny was an early target of America's war-end intelligence efforts, not so much to bring him to trial for war crimes, but to employ him in its own postwar anti-Communist efforts. As such,

Skorzeny is the link between Bormann's Nazi International in South America, Gehlen's postwar group of Nazi spies in Eastern Europe based out of Pullach, and American intelligence, and had in fact even met with America's OSS chief, General William Donovan after the war in Nuremberg.

Yet, as all of these links were forged, Skorzeny maintained contact with the SS elements behind the Iron Curtain that had ostensibly gone over to serve the Communist cause! Skorzeny was also related to Hjalmar Schacht, having married his niece and was in frequent contact with Schacht himself both from his headquarters in Spain, and later during the aftermath of the overthrow of King Farouk. It was during that aftermath, when the Nazis had not yet been thrown out of Egypt by Nasser, that Skorzeny and his Nazis, with Nasser's approval, conducted pogroms and murders against Egyptian Jews, confiscating over $100 million of Jewish property in the "New Egypt."

The nexus of postwar terrorist operations, then, can be traced to Skorzeny's branch of the Nazi International, and its deep connections both to radical Islamicism, and to the elite of the American corporate world and rogue groups within American intelligence.[38]

Farrell goes on to say that Skorzeny and his branch got into the international drug trade as well, possibly using their flying saucers to move heroin and cocaine around the world. He points out that Skorzeny and his Nazi International had no government oversight or scrutiny. They could basically operate as they saw fit and go anywhere they wanted to. Says Farrell, referencing the book *The Great Heroin Coup: Drugs, Intelligence and International Fascism,*[43] for his information:

This story begins in the 1970s, when a major effort was mounted by rogue elements within American intelligence, and by the postwar Nazi International, to restructure the entire global heroin trade, closing off the old "French Connection" through Marseilles, and re-orienting it through the Southeast Asian, Mexican, and Latin American drug cartels. Placing the lucrative Latin American and Mexican cartels' trade in league with the postwar Latin American Nazis and Fascists gave this component of

the breakaway civilization a virtually inexhaustible source of money to fund its activities, from terrorism to research.

This group had pulled off a number of spectacular robberies in Europe, including the theft of gold bullion from the Société Générale de Nice, had been implicated in various assassination attempts on French President Charles DeGaulle, and had connections to terrorist and Fascist groups in Italy, Lebanon, and Britain. So pervasive and deep were these connections that "a number of newspapers, even including the *New York Times*, mentioned speculations" that it might be the activity of a "Fascist International."[38]

Stuka's in the air over Europe with the Nazi ensignia on them.

Farrell says that the Nazi component of the breakaway civilization moved quickly to solidify its ties to and influence over the international drug trade. As this drug trade was being restructured in the early 1970s, Miami became a haven for the activity of European Fascists, he says, and then gives us this informative quote from

Henrik Kruger's *The Great Heroin Coup: Drugs, Intelligence and International Fascism*:

> What are European Fascists doing in Miami before and after major operations? Why are Miami-based Cuban exiles executing contracts on young Spaniards? Why was the main station of the CIA-supported Fascist front World Service in Miami? Why did bank robber Spaggiari contact the CIA in the United States?
>
> Miami is the center of a huge conspiratorial milieu whose personnel wind through the Bay of Pigs, attempts on Castro's life, the JFK murder and the great heroin coup, and which is now reaching out with a vengeance to Latin America and Europe.
>
> To trace the roots of this milieu we must refer to the immediate aftermath of World War II, when the CIA began its close cooperation with Adolf Hitler's espionage chief, Reinhard Gehlen, and the Soviet general, Andrei Vlassov, of Russia's secret anti-Communist spy network. Vlassov's organization was absorbed into Gehlen's, which evolved into a European subsidiary of the CIA. U.S. and German agents mingled in Berlin and West Germany, paving the way for inroads into U.S. intelligence by former Nazis, SS agents, and Russian czarists.
>
> Headquarters of the CIA/Gehlen/Vlassov combine, staffed in the mid-fifties by 4000 full-time agents, were in Pullach, near Munich. There Gehlen sang to the tune of more than one piper, having remained in touch with the old Nazi hierarchy relocated in Latin America, whose coordinator, Otto Skorzeny, was in Spain. Skorzeny had infiltrated the Spanish intelligence agency DGS, and effectively controlled it single-handedly.
>
> With the onset of the Cold War, Gehlen's agents were recruited by the CIA for assignments in the United States, Latin America and Africa. One agent, reportedly, was Frank Bender, allegedly alias Frank Swend, a key figure in the Bay of Pigs invasion.[43]

So we have a worldwide network of fascists with offices in Germany, Spain, the USA, Argentina and all over Latin America. A network of banks, money, factories, intelligence agents, and let us not forget, Haunebu craft. After all, someone has to be flying around in these disks and cigar-shaped craft. What were these secret

missions being made by the craft? Were some of them carrying drugs to Europe and the US?

CENTRAL INTELLIGENCE AGENCY

WASHINGTON 25, D. C.

OFFICE OF THE DIRECTOR

1953

MEMORANDUM TO: Director, Psychological Strategy Board

SUBJECT: Flying Saucers

1. I am today transmitting to the National Security Council a proposal (TAB A) in which it is concluded that the problems connected with unidentified flying objects appear to have implications for psychological warfare as well as for intelligence and operations.

2. The background for this view is presented in some detail in TAB B.

3. I suggest that we discuss at an early board meeting the possible offensive or defensive utilization of these phenomena for psychological warfare purposes.

Walter B. Smith
Director

Enclosure

The curious CIA document suggesting that UFOs were “psycholgical warfare.”

The secret cities of the SS outside of South America, the factories that had been making the craft, including the flying submarines, must have closed down at some point in the late 1950s or 1960s. Or, were they now being jointly run with a wayward faction of the CIA?

Both theories have been offered by German writers who claim to have knowledge of these bases. Still, the factories and bases in Argentina would continue to function, and even secret cities of the

SS in Chile and Paraguay. As I have said earlier, it seems that the Germans—controlled by the SS—were doing a wide variety of major projects, including underground tunneling in Peru, Venezuela, Bolivia and elsewhere during and after the war. They were apparently funded by Bormann and directed by Skorzeny and Hans-Ulrich Udel. Whole factories in Cordoba, Argentina were part of the complex web of money, technology and industry. The Haunebu factory north of Cordoba appears to function even to this day.

A Secret Base in Bolivia called Mime's Smithy

It has been suspected that the SS created a secret base somewhere in the Amazon jungle and such a base is discussed in Wilhelm Landig's second novel *Wolfszeit um Thule* (1980). Landig began his first novel *Götzen gegen Thule* (1971) in the 1950s. The subtitle of this book was *Ein Roman voller Wirklichkeiten,* which translates as "a novel full of realities."

Says Nicholas Goodrick-Clarke in his book *Black Sun: Aryan Cults, Esoteric Nazism, and the Politics of Identity*,[28] about Landig's first book:

> *Götzen gegen Thule* is an allegory of the Landig circle's attempts to make contact with an esoteric center of Nordic traditions, the legendary realm of Thule, the final bastion of the Germanic world in defeat. The story describes the world odyssey of a small group of SS soldiers and Luftwaffe airmen across four continents in the immediate aftermath of the Second World War. In the first part of the novel the two airmen, Recke ("berseker") and Reimer ("bard"), are sent from Norway to Point 103, a secret base that has been established by the esoteric SS elite in Arctic Canada, unknown to the Allies and also to most German authorities. Point 103 is a large underground complex equipped with highly advanced technology, including flying saucers whose apparent mission is to maintain the spirit of German defense after the final surrender of the Reich…. Its symbol is the alchemical Black Sun, a round disk that is not exactly black but the deepest violet.
>
> Like Landig's bloc of unaligned nations against the superpowers, Point 103 seeks to promote an international alliance for the ideals of the Black Sun. Many foreign delegates attend a

> great conference held in the assembly hall of the base decorated with astrological symbols and an enormous icon of Mithras slaying the Bull. The delegates have all been flown to the conference by means of the V-7, a German flying saucer with a speed of 4,000 kilometers per hour and a range of 2,000 kilometers. These include a Tibetan lama, Japanese, Chinese, and American officers, Indians, Arabs, Persians, an Ethiopian, a Brazilian officer, a Venezuelan, a Siamese and a full-blooded Mexican Indian. The Arabs speak darkly of secret Islamic brotherhoods, the Indians and Persians invoke old Aryan traditions, the Orientals allude to their occult orders and a mysterious world center. Attired in their uniforms or national dress, many of the delegates make speeches identifying their national myths and ideals with those of the Thule and pledge their full support when the time comes for action.

Nicholas Goodrick-Clarke[28] then tells us that a similar odyssey is described in Landig's second novel *Wolfszeit um Thule* (1980):

> Here the narrative follows the adventures of two naval officers, Krall and Hellfeldt, and SS-Major Eyken, formerly stationed at Point 103. Assigned to a flotilla of German U-boats which leaves Norway in early May 1945, they achieve a devastating victory over an Allied naval convoy in the North Atlantic. The flotilla collects all equipment and personnel from Point 103, which is then evacuated and totally destroyed… The flotilla sets sail for the South Atlantic to make contact with the new bases of the Black Sun, the epithet of the shadow Reich government in exile. The geographical focus of this novel thus indicates the shift of Nazi survival toward Latin America and Antarctica, the new Thule of the Southern Hemisphere.

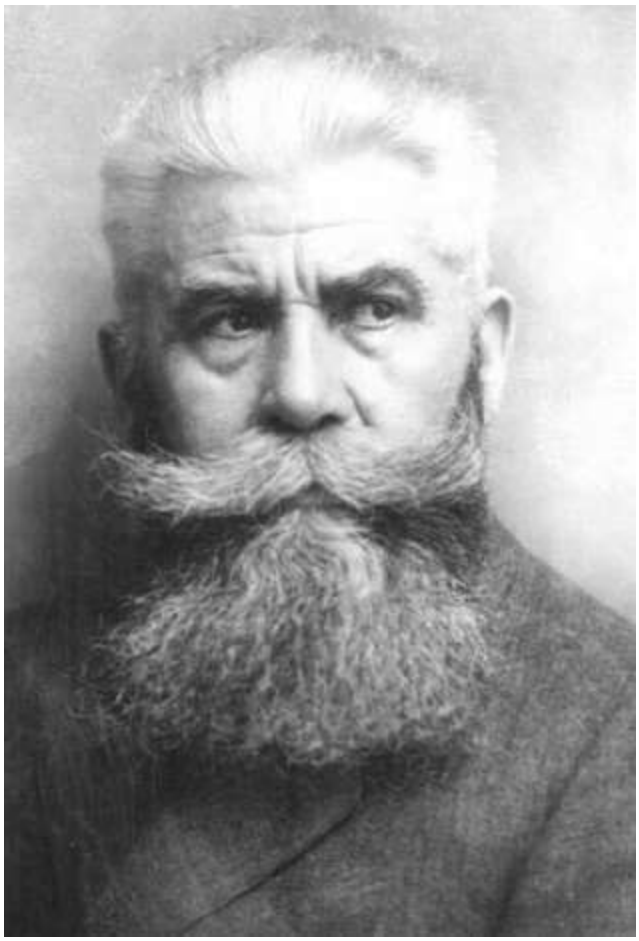
Thus, Landig claims that the secret base called Point 103 in the Canadian Arctic is dismantled, the important equipment is removed to new bases in South America and the facility effectively destroyed. The secret base in Greenland known as Beaver Dam is apparently still functioning. Once in South America the novel's heroes "find support in Buenos Aires" and continue their travels onward to La Paz, Bolivia.

Once in La Paz, the hero Eyken lectures the others on the work of the real-life personage, the German writer and adventurer

Edmund Kiss. Edmund Kiss wrote a number of books and claimed to be an archeologist. Kiss was born in Germany 1886 and died in 1960. He studied architecture and became a writer of adventure fiction and then non-fiction books on cataclysms, Tiwanaku, Puma Punku and the World Ice Theory. He did some fascinating research at Tiwanaku and Puma Punku in Bolivia during the years before WWII.

In the 1920s Kiss started writing his first books on alternative archeology and ancient mysticism. In his 1933 book entitled *Die letzte Königin von Atlantis* (*The Last Queen of Atlantis*) he equated the mythical northern land of Thule to the origins of humanity. According to Kiss “The inhabitants of Northern Atlantis were led by their leader Baldur Wieborg, a native of the mythical Thule who migrated all across the world.”

Kiss was a follower of the Welteislehre (World Ice Theory), a hypothesis created by an Austrian engineer named Hanns Hörbiger (1860-1931), and Philipp Johann Heinrich Fauth during the 1890s. Welteislehre suggests that the Earth and all other cosmic planetary bodies were made out of ice. One of the claims made in Hörbiger’s book *Glacial-Kosmogonie* was that the Earth once had six satellite moons. He theorized that sometime in the ancient past, five of these moons were destroyed by crashing into the Earth. According to Hörbiger, this cataclysmic event would have caused global flooding and the formation of continent-spanning glaciers. According to Hörbiger, flora and fauna could only survive at high altitudes such as those found in the Himalayas and the Andes. Kiss was attracted by the claim of global ice and wanted to explore the Andes for evidence to prove Hörbiger’s theory.



Hanns Hörbiger.

By his own account, Hörbiger was observing the Moon when he was struck by the notion that the brightness and roughness of its surface were due to ice. Shortly after this revelation he experienced a dream in which he was floating in space watching the swinging of a pendulum which grew longer and longer until it broke. “I knew that Newton had been wrong and that the sun’s gravitational pull ceases to exist at three times the distance of Neptune,” he concluded. He worked out his concepts in collaboration with amateur astronomer and schoolteacher Philipp Fauth whom he met in 1898, and published it as *Glazial-Kosmogonie* in 1912.

Hörbiger elaborated on his Welteislehre in the 1913 book *Wirbelstürme, Wetterstürze, Hagelkatastrophen und Marskanal-Verdoppelungen,* written in collaboration with Fauth. Hörbiger’s theories were later popularized by H.S. Bellamy, and influenced Hans Robert Scultetus, head of the Pflegestätte für Wetterkunde (Meteorology Section) of the SS-Ahnenerbe. Scultetus believed that

Welteislehre could be used to provide accurate long-range weather forecasts. Hörbiger died in 1931.

Hörbiger and the World Ice Doctrine was somewhat popularized in the English-speaking world by a Vienna English teacher named Hans Schindler (1901-1982), who wrote books in English under the name H.S. Bellamy. In 1936 his first book on the Cosmic Ice Theory, *Moons, Myths and Man*,[63] was published under the pen-name H.S. Bellamy by the London Publisher Faber & Faber Ltd. The book describes Hörbiger's theory in detail, as well as its application to world myths. This book was revised and published again in 1949.

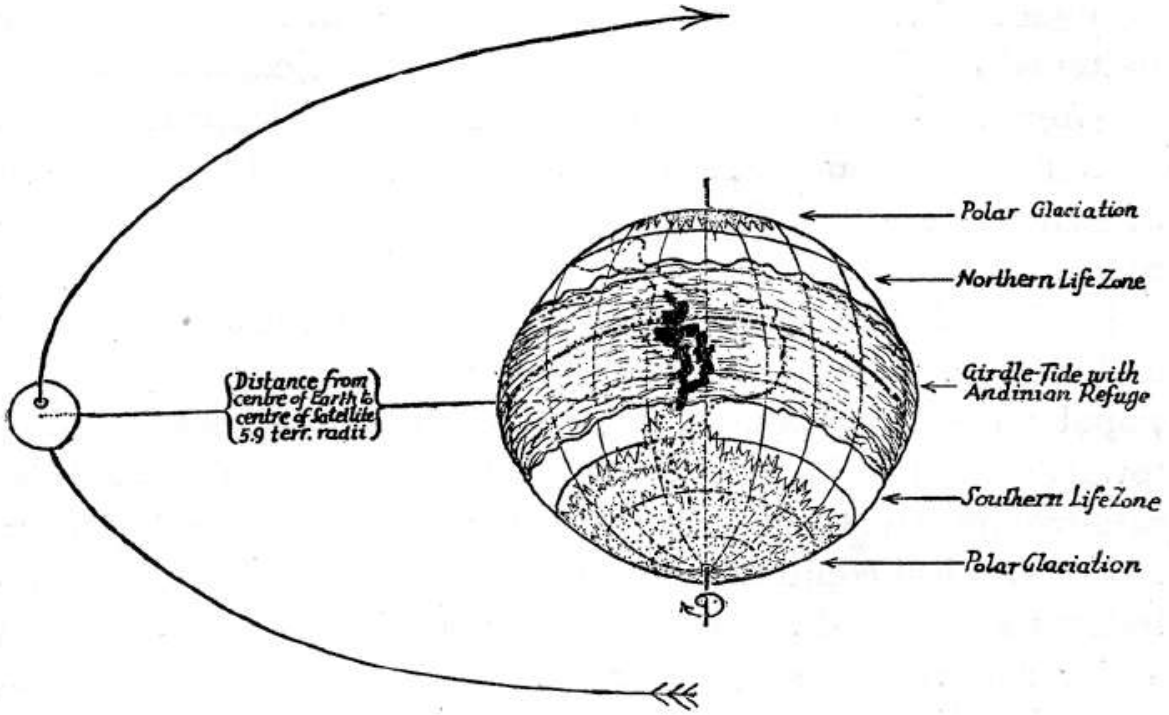

Polar Glaciation
Northern Life Zone
Girdle-Tide with Andinian Refuge
Southern Life Zone
Polar Glaciation
Distance from centre of Earth to centre of Satellite 5.9 terr. radii

DIAGRAM 2

The Earth and its Satellite at the time of Tiahuanaco

A drawing from one of Bellamy's books on Tiwanaku and previous cataclysm.

As Jews and social-democrats, Schindler/Bellamy and his wife Rosie were fierce opponents of the Nazi party. After the Anschluss of 1938 the couple fled to Britain, where he became a BBC-surveillor of German radio broadcasts. More books followed, including *Built Before the Flood*,[64] published during the war in 1943 by Faber and Faber in London.

In 1946 he returned to Vienna and continued his work for the Folk High Schools. Faber and Faber published two more of Schindler/Bellamy's books, *The Calendar of Tiahuanaco* in 1956, and *The Great Idol of Tiahuanaco* in 1959. Both of these books were given awards in Bolivia. The Schindlers eventually emigrated to Israel where Hans died in 1982. In 1975 Schindler/Bellamy delivered a lecture at the Second World Congress of the Ancient Astronaut Society in Zürich, Switzerland.

Back to Edmund Kiss—he had contacted the Austrian-Polish archeologist Arthur Posnansky about Tiwanaku and told him of his desire to visit Bolivia. Then, in 1928, Kiss used a 20,000 mark reward he received in a writing contest to fund an expedition to Bolivia and Tiwanaku. Kiss generally agreed with Posnansky's findings and came to the conclusion that the ruins were not Andean in origin. These findings were based on Kiss's personal opinion that the ruins were "European" in design. He also believed the ruins to be 17,000 years old, as did Posnansky.

Only known photo of Edmund Kiss.

He later stated in a letter translated by Heather Pringle,[62] “The works of art and the architectural style of the prehistoric city are certainly not of Indian style… Rather they are probably the creations of Nordic men who arrived in the Andean Highlands as representatives of a special civilization.” Kiss theorized that the original builders of Tiwanaku were Nordic peoples who had begun construction of Tiwanaku almost one million years ago. Kiss claimed that the same Nordic race that he claimed built Tiwanaku had been the inhabitants of the semi-mythical lost continent of Atlantis.

Edmund Kiss’ 1937 book.

Kiss’s research was discussed in several publications that appeared after his 1928 expedition to Tiwanaku. In 1930 the architecture magazine *Zeitschrift für Bauwesen* published an article titled “Die Rekonstruktion des Mausoleums Puma Punku und der Sonnenwarte Kalasasaya in Tihuanaku in Bolivien.”

From 1930 to 1933, Kiss published *Das Gläserne Meer* (*The Glass Sea*), *Die Letzte Königin von Atlantis* (*The Last Queen of Atlantis*), and *Frühling in Atlantis* (*Spring in Atlantis*). These novels were presented as historical fiction and were based on his archaeological theories. They portray the Atlanteans as Nordic Aryans with access to advanced technology who were the builders of Tiwanaku.

It was not until 1937 that Kiss published a comprehensive work detailing his findings at Tiwanaku—*Das Sonnentor von Tihuanaku und Hörbiger's Welteishlere* (*The Gateway of the Sun of Tiwanaku and Hörbiger's Ice Doctrine*). The title makes a reference to the Gateway of the Sun, a monolithic carved gateway located at Tiwanaku. The Gateway of the Sun is known for its intricate carvings, with the central figure called by Kiss the "Gateway God." Others have called this mysterious figure Viracocha, seen with a feathered headdress above the door holding two snake-like staffs while winged birdmen run toward him from either side.

One of Kiss's theories for the Gateway of the Sun was that the monolith was a celestial calendar and felt that he could see symbols for twelve months of the year, each possessing either twenty-four or twenty-five days while each of the days had a total of 30 hours.

This book brought Kiss to the attention of Heinrich Himmler. Himmler was so enthralled with Kiss's theories that he purchased a leather-bound copy of *Das Sonnentor von Tihuanaku und Hörbiger's Welteislehre* as a Christmas present for Adolf Hitler. Kiss's book included a large collection of reconstructive illustrations that he created of Puma Punku and Tiwanaku and these elegant illustrations were probably influential in Nazi monumental architecture and vice versa.

A year or so later, in 1939, Kiss and Himmler requested that the SS-Ahnenerbe fund another expedition to Bolivia to examine Tiwanaku, Puma Punku and Lake Titicaca. This would be similar to the SS expedition to Tibet. However, the proposed expedition would've been one of the most technical of the time, much more than the expedition to Tibet. It was to include aerial photography around the Andean Altiplano and underwater photography in Lake Titicaca as well as excavations at the site.

The Ahnenerbe's director, Wolfram Sievers, was enthusiastic about the expedition and concluded the cost for the operation would be around 100,000 Reichsmarks. The expedition was delayed indefinitely following the German invasion of Poland and finally canceled in 1941. However, other clandestine operations were underway in Bolivia by the SS.

Following the German declaration of war in 1939, Kiss was called in to serve as a Hauptsturmführer in the Waffen-SS. Kiss was captured in 1945. In 1948, a denazification trial classified him as a Mitläufer (a passive follower or tag-along with the Nazi regime). He was fined 501 Reichsmarks and released, though he had been an SS officer.

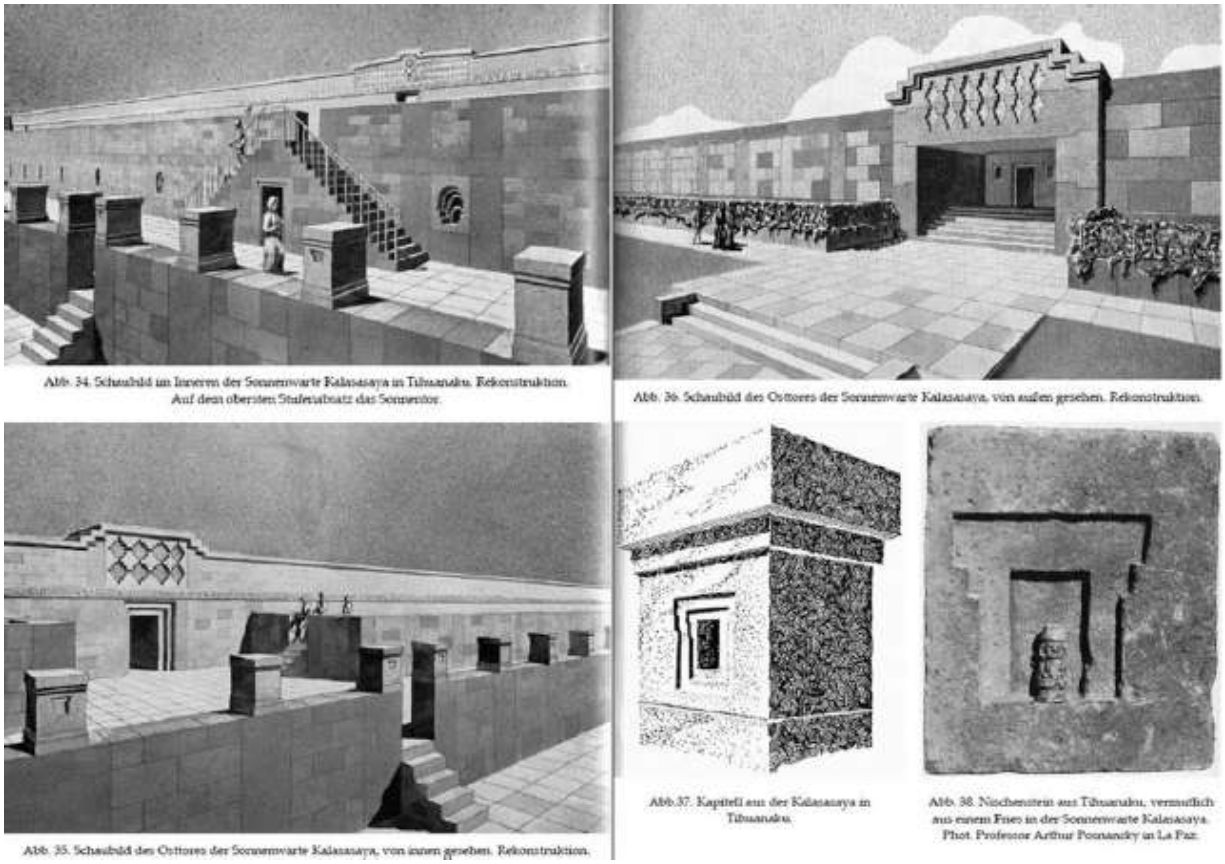


Abb. 34. Schaubild im Innern der Sonnenwarte Kalasasaya in Tihuanaku. Rekonstruktion. Auf dem obersten Stufenabsatz das Sonnentor.

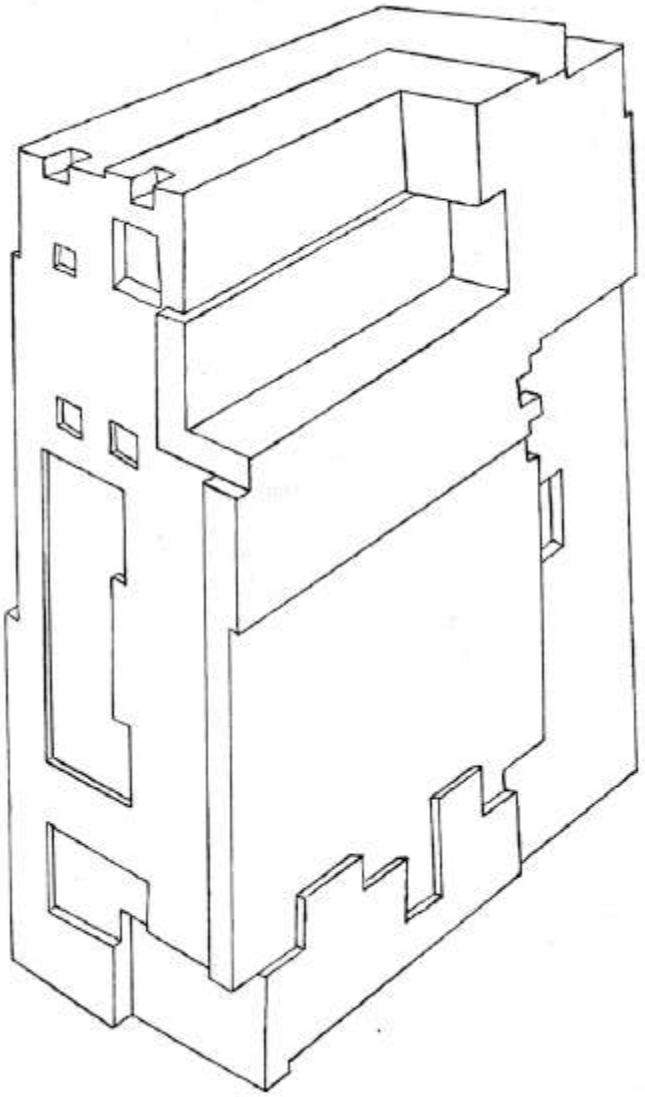
Abb. 36. Schaubild des Osttores der Sonnenwarte Kalasasaya, von außen gesehen. Rekonstruktion.

Abb. 35. Schaubild des Osttores der Sonnenwarte Kalasasaya, von innen gesehen. Rekonstruktion.

Abb. 37. Kapitell aus der Kalasasaya in Tihuanaku.

Abb. 38. Nischenstein aus Tihuanaku, vermutlich aus einem Fries in der Sonnenwarte Kalasasaya. Phot. Professor Arthur Posnansky in La Paz.

Different reconstructions of Puma Punku by Kiss.



A block at Puma Punku by Kiss.

Following his trial, he retired and continued to do some writing. In the 1950s he wrote two more books on mysticism, one entitled “Some comments on Critias” which was a reanalysis of the location of Atlantis. In 1959 he published an article titled “An Early Account of Tiahuanaco” for the journal *New World Antiquity*. He died in obscurity in 1960 and only one badly torn photograph of him is known.

Kiss believed that a sophisticated tunnel system stretching from Chile in the south to Ecuador in the north existed on the western side of the Andes mountain range. This had first been proposed by Helena Blavatsky in her books *The Secret Doctrine* and *Isis*

Unveiled. Kiss also believed that Tiwanaku and Puma Punku were 17,000 years old, destroyed in a cataclysm some 12,000 years ago.

In Wilhelm Landig's second novel, *Wolfszeit um Thule,* the author refers to Edmund Kiss and his belief in the Thulean nature of Tiwanaku and Puma Punku. Landig brings in the sophisticated tunnel system that the ancients were said to have built.

> Along the western side of the Andes mountains he [Kiss] discovered an extensive tunnel system stretching from the Atacama Desert as far as Ecuador, attributing it to a mysterious people with unimaginable technology many thousands of years ago.[28]

Supposedly this ancient tunnel system was exploited by the SS and a portion of it—allegedly in the western Andes portion of Bolivia—was to be a sophisticated laboratory for the SS similar to what Point 103 in the Canadian Arctic had been during WWII.

However, it is important to point out here that Bolivia is a landlocked country and has no outlet to the ocean. No German submarines could have made it to Bolivia and any secret extraterritorial base that the Germans may have considered building in Bolivia would have to be reached exclusively by air. The coastal areas of Chile and Peru, which were once Bolivian territory but were taken by war in 1904, are unlikely to hold a secret submarine base created by the Germans during WWII. A secret base elsewhere in Bolivia is not out of the question, however.

Goodrick-Clarke explains how Landig's characters discover Edmund Kiss and his books when they get to Bolivia. The protagonists of Landig's book marvel at the secret base inside a mountain somewhere in Bolivia where hundreds of Germans are part of an underground operation with flying saucers. Hundreds of scientific and military personnel are at this secret Bolivian base who have "established a secret base called Mime's Smithy as a companion to Point 211 in Antarctica."[28]

So to clarify things, the new Bolivian SS base (there are actually two, as we shall see) is called Mime's Smithy and it is a companion base to Point 211, which is the well-known New Schwabenland Antarctic base which included submarine pens. The secret Canadian Arctic submarine base was known as Point 103. This base was

abandoned and much of the equipment carried to Antarctica by submarine shortly after the end of WWII according to Landig in his novel. After this the equipment was brought to the new base, Mime's Smithy.

Goodrick-Clarke explains that the term "Mime" refers to a character in composer Richard Wagner's work *The Ring of the Nibelung*, a cycle of four operas about a magical golden ring. In the opera *Siegfried*, the eponymous hero is raised by the dwarf Mime, who forges a sword for Siegfried which he rejects. He wants Mime to restore the broken sword of his slain father so that he can confront the dragon Fafner. This story is based on the Volsunga Saga in Norse mythology in which Sigurd is raised by Reginn, and sent out to slay the dragon Fafner. Says Wikipedia:

> In the operatic cycle *Der Ring des Nibelungen* by Richard Wagner, the role of Reginn is played by the Nibelung dwarf Mime, brother of Alberich (the Nibelung who forged the cursed ring out of the Rhinegold). Except for the change in name, probably inspired by the Thidrekssaga, the story of Reginn, Sigurd, and Fafner in Siegfried follows closely the text of the Eddas. However, in this version Mime is unable to reforge the sword Nothung, since only one who doesn't know fear—such as Siegfried—can do so.

So, we have what is a secret underground base called Mime's Smithy (or Blacksmith Shop) and it is supposedly located inside of a portion of an ancient tunnel system in the Andes section of Bolivia, which is the western portion of the country with mountain frontiers with both Chile and Peru. It is possible Haunebu, Vril and Andromeda craft were assembled here. However, there is a second base mentioned by Landig in the Beni area of eastern Bolivia near the Brazilian border. Says Goodrick-Clarke:

> Eyken and his comrades spend many months at this site [Mime's Smithy], marveling at the advanced technology brought by German scientists who have escaped the American and Soviet dragnets for Third Reich miracle weapons researchers. Another, smaller secret base in the Andes has been established in the Brazilian forest near the Beni Valley.

Landig also mentions that the main characters received "support from Buenos Aires."

This makes perfect sense since we know that Argentina was the main Nazi base, in a general way, for South America. U-boats from Germany, Denmark and Norway made their way to the secret base in the Canary Islands (if they needed to) and then went on Antarctica and Argentina. Landig's protagonist Eyken and his companions arrived via submarine in Argentina, probably landing at one of the various sites south of Buenos Aires. From these coastal towns on the Atlantic they make their way to Buenos Aires where they meet up with the core of Nazi International who have passports and new identities for any escaping Nazis plus money and new missions.

For Eyken and his companions the new mission was to go to Bolivia and be useful to the scientists and military men at the site. So what might the reality be here? Are there two sites in Bolivia or maybe just one? Why choose Bolivia anyway, and is there anything special about the Beni area of Bolivia? Why did he mention this specific area?

Indeed, the Beni area of Bolivia, once a department and now a state, is the second largest state in Bolivia and has the second lowest population. The state that has the lowest population is the jungle state of Pando that is just north of the Beni area and even more isolated from the rest of Bolivia than the Beni area is. The Pando region may be the actual location of the secret SS base in the jungles, or perhaps it is in the mountains in the western part of Beni state, which is actually fairly near to La Paz, Tiwanaku and Puma Punku.

Beni state borders upon Brazil to the northeast, and the departments of Santa Cruz to the southeast, La Paz to the west, Pando to the northwest, and Cochabamba to the south. Beni's territory is mainly covered by rainforest and pampa. Although most of the department is flat, along the border with La Paz there are two mountain chains called Eva Eva and Pelado. Perhaps it is in these mountains that the secret German base was created in the Beni area.

The Beni area is crisscrossed by numerous rivers, all of which eventually flow into Brazil and the Amazon River. Most of the Beni region is wide and flat, and features many large ancient mounds connected by straight earthen causeways, which are believed by

researchers to have been built by mysterious ancient inhabitants. The earthwork mounds provide raised living areas and enable the growth of trees that could not survive otherwise in the frequently flooded lowland areas. The few archeologists who have studied these ancient mounds and causeways believe these earthworks are evidence of a large and sophisticated indigenous civilization that flourished for thousands of years before European colonization. Some researchers have suggested that important crops such as tobacco, peanuts, cotton, cassava (manioc), vanilla and sweet potatoes were all developed in this area.

The Spanish initially were intensely interested in this area and believed the mythical city of El Dorado (known as Paititi in Peru and Bolivia) could be found in this region. However, the Spanish never found the legendary city and soon lost interest in the area, which would remain marginalized for several centuries until a rubber boom in the 1800s.

This is still a remote region of South America and a region where a secret UFO base could be set up, but one would think that it would have to be in hilly or mountainous region of Beni to avoid the annual flooding and constant rain.

It has been suspected for decades that some sort of UFO base was in the Amazon somewhere and that the many UFOs seen in the area starting in the late 1940s and early 50s were coming from a base somewhere in the basin?

It would seem that the primary UFO bases for the Nazis in South America were in Argentina but a base or two in Bolivia is very possible. Underground machinery has been heard in areas around Lake Titicaca and it has been suspected that a UFO base was located in the mountains on the eastern side of Lake Titicaca, which is an area of Bolivia just west of the Beni region.

Landig says that there were hundreds of Germans at the Mime's Smithy base where the most advanced technology and secret weapons projects continued after the war independent of any Allied knowledge or oversight. Indeed, for decades these secret operations by the SS continued at a variety of sites in Argentina, Paraguay, Bolivia and probably Chile.

Let us look now at some the known operations in Argentina which would have supported any secret operations in Boliva.

> Colonies are the outhouses of the European soul, where a fellow can let his pants down and relax, enjoy the smell of his own shit.
>
> —Thomas Pynchon, *Gravity's Rainbow*

A Haunebu Lands in Patagonia 1949

The lore of the postwar SS activities has them producing and storing craft at the "Beaver Dam" super-base in Greenland. From here these craft began to fly to all parts of the world, including the secret base in Tibet and suspected saucer bases in the Canary Islands and the former Spanish colonial possession called Spanish Sahara, on the north African coast just opposite the easternmost island of the Canary Islands.

But it seems that most of the aerial craft and submarines were sent to Antarctica and Argentina. Haunebu and submarine activity must have been occurring during 1947 and 1948 but there are very few public reports. We have the report from 1947 of a cigar-shaped object—probably an Andromeda craft—seen from the cruise ship reported by Coral Lorenzen and the crash of cylindrical craft at the secret facility in Russia in 1948, but it seems that the postwar Nazis and the SS kept pretty quiet until 1949. The Nuremberg Trials ended in 1946 and those not executed that same year were transferred to Spandau Prison in 1947. The Nazi trial and punishment phase of Germany's defeat was over and many Germans could return to a relatively normal life.

Nazi UFO activity in the late 1940s seems to have been focused on remote areas of Patagonia from whence little information was likely to leak at any time. The remnant of the Reich couldn't just exist in the icy and remote bases in the Arctic and Antarctic. It needed real territory where there were farms, ranches and factories. For postwar Nazis, this was Patagonia, other areas of Argentina, Paraguay and Chile all of which have large German populations. There are also large German populations in Uruguay and southern Brazil.

In February of 1949 the first flying saucer media report in Argentina occurred, four years after the end of the war. This incident happened in a town called El Maitén in Chubut province in northern Patagonia.

El Maitén started as a rural community but was influenced greatly by the arrival of the General Roca railroad in the area in 1939, on a branch that continued to Esquel. This branch was completed and opened in 1945, and El Maitén was selected as the site of its maintenance sheds and locomotive warehouse. This was one of the southernmost stations for the extensive railway network in Argentina, nearly all of it built by the British.

According to the account on Wikipedia, on February 20, 1949, witnesses in the settlement said that a flying saucer descended from the sky and landed on the outskirts of the town. After the flying saucer landed, three normal-looking men walked out of the craft. Apparently they were wanting to inspect the new locomotive warehouse and maintenance sheds. After a short time they returned to the craft and it took off, ascending up into the sky and out of sight. We do not know which direction it was heading.

It would seem that this small town along the Andes near the border with Chile was a safe place to land a craft and have a look around. Perhaps someone was waiting for the craft in this remote locale, or the occupants had simply stopped their craft here for other reasons. Was this a Haunebu or Vril craft coming from a base further south or even from Antarctica? Maybe it was coming from northern Argentina.

Perhaps this small town, or somewhere nearby, would become one of the secret cities that the SS was plotting to build. Here at El Maitén would soon be a railroad station and other facilities that the SS would need. This area of the world—Patagonia, and Argentina in general—was just developing and held great promise. It was far removed from the destruction and atrocities of WWII and opinions in Argentina in general were neutral toward the war, and in fact largely pro-German.

Argentina's next big UFO encounter was about a year later with the sighting of a flying saucer on April 18, 1950 in Resistencia, a city in the northeast, very near to Paraguay. The local paper reported that the craft was seen by virtually the whole town, and many people expected it to land since they knew about the previous encounter in Patagonia.

So, by 1949 the SS was beginning to land their craft in remote towns in Patagonia and things would move farther north in 1950. Here we have the postwar Nazis slowly moving from their established bases in Antarctica and Patagonia northward through

Argentina and into Brazil, Paraguay, Bolivia and Peru. The activity of the SS in South America would continue to build with ultimately a UFO factory functioning in the industrial city of Cordoba in northern Argentina.

In chapter three I mention the July 19, 1952 Puerto Maldonado, Peru encounter. On that day the attention of Customs Inspector Sr. Domingo Troncoso was called to a very strange cigar-shaped flying object over the river area. The big dirigible-shaped craft was flying horizontally and fairly low in the sky, passing from right to left from the observers' position. It was leaving a dense trail of thick smoke, vapor, or another substance in its wake. The object was estimated to be over a hundred feet long. He was able to take a photo of the object.

In my book *Haunebu: The Secret Files* I chronicle a number of UFO incidents in South America during the year 1954. That year there were dozens of reports of various types of craft including flying saucers and cylindrical craft. October of 1954 saw UFO sightings in Buenos Aires, the Chicama Valley of Peru near Trujillo, and in Curitiba and Puerto Alegre, Brazil. Then in November UFOs were seen in Buenos Aires and Berna, Argentina.[52, 17]

Flying Saucers Attack a Brazilian Military Base 1957

On the evening of November 4, 1957 at the Itaipu Fort in Praia Grande, in the Brazilian state of São Paulo, two sentinels suffered moderate burns after being hit by a heat wave from a flying saucer that descended on the fort from the sky. During the incident the entire electrical system of the fort, including the emergency circuits, went down and the fort was blacked out. Flying saucers were on the attack!

In the wake of this seeming attack on a Brazilian military base by a flying saucer, Brazilian Army investigators, along with investigators of the Brazilian Air Force, flew to the fort to interview the soldiers. Also with them were United States Air Force (USAF) personnel who were sent from the US to investigate the incident. No explanation was ever given and little more is known about this bizarre attack on a Brazilian military base, with a beam weapon no less. The Haunebu is famously armed with a beam weapon on its upper turret so we might

assume that this was a Haunebu, or possibly Vril, attack on this base.

But, why would these extraterritorial Nazis attack a Brazilian military base? First of all, Brazil was the only country in South America to declare war on Germany and they did it late in the game because of pressure from the Americans. Brazil has always been something of an ally of the United States, more so than other Latin American countries. Brazil also has a large contingent of Masons and Masonic Lodges, unlike other Latin American countries.

If any Latin American country might be considered working against the Nazi presence in South America in the postwar years, it was Brazil. Other countries were often openly pro-Nazi. Brazil also had an abandoned submarine base on a remote Atlantic island, an island that we will discuss shortly.

Early UFO writers were eager to discuss the November 1957 attack on a Brazilian base but were not sure what to say. Many thought that this was proof that the Earth vs the Flying Saucers scenario was really happening and attacks from outer space had begun. Others thought differently about this incident and were puzzled by it. USAF officer and author Donald Keyhoe expressed his opinions on this bizarre case of an extraterrestrial flying saucer attacking a military fort:

> Such a civilization could see that in Earth we now have atomic bombs and that we are quickly improving our rockets. Given the past history of mankind—frequent wars showing a belligerent human race—they must have become alarmed. We should, therefore, expect, especially at these times, to receive such visits. According to this, the main objective of the aliens would be to watch our space improvements, fearing we could become a threat to other planets. If this hypothesis is correct, it could be expanded to link the launching of the Sputniks with the attack to the Fort Itaipu. However, this sounded absurd for all investigators. It would mean that the aliens would be worried about our firsts steps in space, and by small space ships so primitive that would look like a canoe if compared to a transatlantic liner. It would also mean that those burnings had the purpose of demonstrating the superior weapons they could use against the aggressive explorers coming

from the Earth. However, we were still far from piloted space flight, even to the Moon. According to human logic, we would not be able to threaten a superior space ship—not now nor later.

So for Keyhoe, the idea was that extraterrestrials with their advanced technology would not be afraid of us or our technology, and would therefore not have attacked the Itaipu Fort. Keyhoe stops his musings there, but if he were to continue he would wonder what earthly power would have attacked the Brazilian fort. Depending on what he may have known at the time he might have been aware of the German flying saucers and the Nazi base in Antarctica. For here is an earthly power that would have reasons to attack a Brazilian fort. There are no photos of this incident.

The reason for this attack may have been an abandoned Brazilian submarine base. Brazil had declared war against Germany in the last years of the war and maintained a joint submarine base with the Americans on Trindade Island, 600 miles out into the Atlantic off the coast of Brazil. While other countries in Latin America were neutral during WWII, Brazil was persuaded by the Americans to join with them and conduct joint naval exercises.

This island would have its own flying saucer encounter only two months later, to be discussed shortly. The attack on the fort, taking the power supply out and zapping a few sentinels with a heat wave, may have just been a warning attack on a Brazilian facility to let them know that they were dealing with an independent power—either extraterrestrials or the Nazi International and their craft.

A Secret Submarine Base on Trindade Island

Only a few weeks after the attack on the Brazilian fort were the famous daylight sightings of a large flying saucer seen by dozens of sailors at Trindade Island in the mid-Atlantic starting in November of 1957 and culminating on January 16, 1958.

Trindade is a small rocky island in the middle of the South Atlantic Ocean between the Brazilian coast and the African continent, more than six hundred miles off the coast of Bahia and Espírito Santo. It was used as an American and Brazilian antisubmarine base during World War II. Abandoned after the war, it was reoccupied in October of 1957 (just before the attack on Itaipu

Fort), when a Brazilian Navy task force built an oceanographic post and meteorological station there.

So, the anti-submarine base on Trindade had been abandoned in 1945 or 1946. For about ten years it was a disused port and then the Brazilians decided to return to the island. During these ten years this deserted naval base could have been visited by U-boats from the Black Fleet that were still patrolling areas of Antarctica and the Atlantic. U-boats could have met up at this island base and used it for repairs or getting fresh water. The Andromeda, Haunebu and Vril craft may have been based here for some time as well. This is a little known and well-positioned island base and an active group of extraterritorial Nazis were apparently using it.

The Brazilians returned as part of the International Geophysical Year research program, and during November of 1957 instrumentcarrying meteorological balloons were released daily to study high-atmosphere conditions. It seems all the people involved were staying on several large ships at the island and no one was staying at the abandoned facilities in the rocky terrain.

During one flight in late November a weather balloon was launched and a shiny disk-shaped object was seen in the sky near it. The balloon burst at the proper time and the unconventional object stayed in sight for three hours, eventually disappearing upward and out of sight.

A second sighting took place on December 25, 1957 when a laborer on the island described an object he had seen as being silvery in color, round, with an angular diameter comparable to that of the full moon and flying silently at great height. A third sighting came on December 31 when a similar object passed over the island again at 7:50 AM. The silvery, circular object, with the apparent size of the full moon, crossed the sky silently at about 6,000 feet.

On the following day, January 1, 1958, at 7:50 AM a bright light flashed over the sea at high speed. The flying saucer suddenly turned at a 90-degree angle and then vanished into the horizon. The object was viewed by the whole garrison, and workers and sailors reported that it was the same object they had sighted on previous occasions.

The next day (January 2) saw a fifth sighting where the crew of a ship witnessed a discoid craft with a weird orange glow maneuver at high speed and make sudden changes of course with right-angle turns. At times it briefly hovered motionless, sometimes close to the ship. The flying saucer seemed to be doing maneuvers to impress the crew and show them what the craft was capable of.

Then on January 6 a released weather balloon was being tracked from the ground. The sky was blue and clear with no haze, and there was only a solitary cumulus cloud almost overhead. The balloon's transmitter became silent. Commander Bacellar, who was apparently in charge of the operation, went outside to investigate and things appeared normal—the balloon was high in the sky and still climbing, slowly approaching the solitary cumulus cloud overhead at fourteen thousand feet, the height at which the balloon's instruments were to be jettisoned.

Suddenly, the balloon appeared to be sucked upward into the cloud and was lost to the viewer's sight. The balloon reappeared ten minutes later and resumed its ascent, more rapidly now, but it no longer had its instruments. The balloon had gone into the cloud with its full instrument load and had reappeared without it. The instruments were never found and observers did not see them come down.

Then, shortly after the balloon reappeared another object left the cloud. A silvery disk the color of polished aluminum came slowly from behind the cloud, moving from a southwest direction to the southeast.

The Ilha de Trindade photo taken by Almiro Barauna.

A seventh sighting reportedly took place around January 10. The flying disk came in very low over the island, flashed toward the meteorological post at high speed, slowed abruptly and hovered for a brief moment above Desejado Peak, then moved again in a zigzag course and was gone into the horizon at tremendous speed. The object was described as resembling a highly polished flattened spheroid with a large ring circling its equator. The ring appeared to be rotating at high speed, and the object made no sound as it flew. It was surrounded by an eerie greenish glow that almost disappeared while the object was hovering and became brighter when the object moved. Witnesses described the object as two or three times the size of a DC-3, and they said it appeared to be intelligently controlled.

Then at 12:00 PM on January 16, 1958, the Brazilian ship *Almirante Saldanha*, one of many ships in the task force, was preparing to sail away from Ilha de Trindade. Captain Viegas was on the deck with several scientists and members of the crew when he

suddenly noticed a flying object, which had a “ring” around it, just like Saturn.

Everyone reportedly saw the UFO at the same time. It came to the island from the east, flew towards the Pico Desejado (Desired Peak), made a turn and went away very quickly to the northwest.

Almiro Barauna was a member of the Icarai Club for Submarine Hunting and had been invited aboard the *Almirante Saldanha* by the Navy to take underwater photographs. At the time the object was sighted, Barauna was able to get four good exposures of the craft. He later made the following statement to the Rio de Janeiro newspaper *Jornal Do Brasil*:

> Suddenly Mr. Amilar Vieira and Captain Viegas called me, pointing to a certain spot in the sky and yelling about a bright object which was approaching the island. At this same moment, when I was still trying to see what it was, Lieutenant Homero, the ship’s dentist came from the bow toward us, running, pointing to the sky and yelling about the object he was watching. Then I was finally able to locate the object by the flash it emitted. It was already close to the island. It glittered at times, perhaps reflecting sunlight, perhaps changing its own light—I don’t know. It was coming over the sea, moving toward the point called the “Galo Crest.” I had lost about thirty seconds looking for the object, but the camera was already in my hands, ready, when I sighted it clearly silhouetted against the clouds. I shot two photos before it disappeared behind Desejado Peak. My camera was set at a speed of .125 with an f/8 aperture, and this was the cause of the overexposure error, as I discovered later. The object remained out of sight for a few seconds, behind the peak, reappearing larger and closer than before and moving at a higher speed. I shot the third photo. The fourth and fifth shots were lost, partly because of the speed at which the object was moving, and partly because I was being pushed and pulled about in the excitement. It was moving in the direction from which it had come, and it appeared to stop in mid-air for a brief time. At that moment I shot my last photo, the last on the film. After about ten seconds the object continued to increase its distance from the ship, gradually diminishing in size and finally disappearing into the horizon.

Barauna told the newspaper that the object made no discernible sound; it was dark gray in color, appearing to be surrounded, mostly in the area ahead of it, by a kind of condensation of a greenish, phosphorescent vapor or mist; it definitely appeared to be a solid object; and its flight was an undulatory movement across the sky —"like the flight of a bat." In the minutes after the sighting, Barauna said, "The ship's commander and several officers from the garrison wanted to see what I had got in the photos. As I was curious, too, I decided to develop the exposed film at once, aboard the ship. The processing was done under the supervision of several officers, including Commander Carlos A. Bacellar. There was no photographic paper on the ship, so only the negatives were seen while still aboard. They were seen and examined by the whole crew, however."

Two days after the return of the ship to Rio de Janeiro, Commander Bacellar came to Barauna's residence and asked if he could see the enlargements made from the negatives. He took them to the Navy authorities and returned them to the photographer two days later, and congratulated Barauna. Then Barauna was asked to appear at the Navy Ministry, where he was questioned by high-ranking staff officers. At the meeting the officers asked for the negatives. They were sent to the Cruzeiro do Sul Aerophotogrammetric Service where they were analyzed, and Barauna was told the negatives were found to be genuine, definitely excluding the possibility of a trick or falsification.

On a second visit to the Navy, tests were performed and Barauna worked with his Rolleiflex, taking shots at the same time intervals he had used to photograph the object, while three officers with stopwatches recorded the time intervals. Based on charts of the island they concluded that the object was flying between 900 and 1000 kilometers per hour (about 600-700 miles per hour), and its size was determined to be about 120 feet in diameter and about 24 feet high.

Barauna later said that he had seen a thick dossier that the officers consulted constantly during their interrogation of him. He was informed that his pictures, mixed with others, had been shown

to witnesses for identification. His photos were selected as those which caught the object seen at Trindade.

Barauna was quoted in *O Globo*: “At the end of the meeting, the chief intelligence officer said he was convinced my photos were authentic. He showed me another photo that had been taken by a Navy telegrapher sergeant, also at Trindade. A box camera had been used. The photo showed the same object seen in my pictures. They told me it had been taken before my arrival at Trindade Island.”

The Rio de Janeiro newspaper *Ultima Hora* reported on February 21, 1958 that at least a hundred individuals had witnessed the sighting of the object and that the four Barauna exposures were obtained within fourteen seconds. Only one photograph was ever released to the press by Barauna, and this photo was deemed a hoax by some researchers. Then—get this— Barauna apparently admitted in 2010 that he had created the photo that was sold to the newspapers, seen here.

Since this case is one of the most famous UFO incidents in Brazil, when a female friend of Barauna named Emilia Bittencourt spoke on a television shown in 2010 and claimed that Barauna had faked the famous photo published in the newspapers, Brazilians were stunned. Bittencourt claimed that Barauna had created a montage:

> He got two spoons, joined them and improvised a spaceship, using as a background his home fridge. He photographed on the fridge door an object with perfect lighting, because he calculated everything, he wasn’t dumb. He laughed a lot.

So, as a result of this confession it is now claimed that the whole episode was a hoax. What? Hundreds of people were said to have seen the flying saucer the day it was photographed and the UFO activity had been going on there since November. Barauna had supposedly taken at least four good photos and claimed that the Brazilian Navy officials had a thick dossier about the incident and other photos. It is impossible that Barauna faked this entire incident. Clearly something else is going on here.

The photo that Almiro Barauna sold to the newspapers in Rio de Janeiro, Sao Paulo, and other cities, was quite possibly a fake. He

may well have faked it just as he is described doing, using his fridge door as a background. The reason he would have done this is that the Brazilian Navy apparently took his photos and negatives and kept them for themselves. Left without any photos to sell to the newspapers he decided to fake a photo, knowing what the originals looked like. He then sold this photo and his story to all the newspapers he could, all in a photographer's quest for money.

In this case it would seem that what unfolded at this remote exanti-submarine base over two months is pretty remarkable:

1) A former war base is reactivated. As soon as men and equipment are moved in, unconventional aerial objects are seen in the area.
2) There is an indication that a flying saucer interfered with meteorological equipment and possibly absconded with one of the meteorological devices.
3) The Brazilian Navy attempted to suppress information on the many sightings.
4) The press helped pressure the authorities to release more information.
5) While photos were taken, they are apparently missing and the one photo available is supposed to be a fake.

What seems to be going on here is that Haunebu or Vril craft are flying around this remote Atlantic island and are deliberately showing themselves to the many crew and workers now suddenly at the island. Only weeks earlier they attacked a military base on the mainland of Brazil.

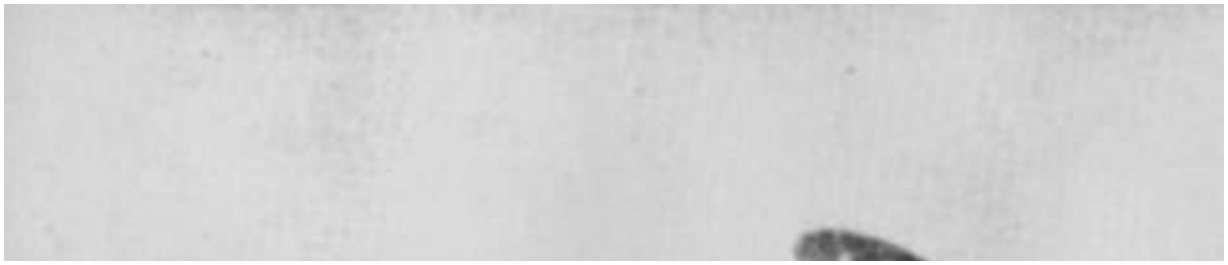
They deliberately seize one of the meteorological devices, either to look at the technology, or just to do something that an entire ship's crew might see—in broad daylight no less. Do extraterrestrials really need to seize a weather satellite from Earth? As in many cases in South America, the craft make little effort to disguise themselves and instead perform aerial acrobatics for everyone's amusement. Basically, they are trying to show as many people as they can, including Brazilian Naval personnel, that they are here and what they can do, which is pretty fantastic from a flight standpoint. Early UFO writers assumed that they were extraterrestrials flying around a remote island in the Atlantic for no reason.

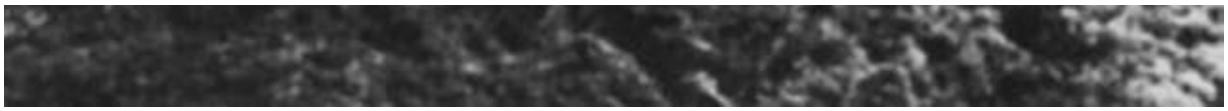
Did the SS then use the marine base at Trindade Island for its own purposes? This island is remote enough from Brazil that all sorts of activity could have gone on there starting in 1947. U-boats still active from the bases in Antarctica, the Canary Islands and Greenland could have also used the decommissioned submarine base at Trindade.

This island's port facilities—which are largely unknown and no photographs exist as far as I know of—were docks for ships and submarines somewhere on the coast. Whether there are submarine berths inside the granite cliffs of Trindade is unknown. Such berths for submarines would have been built by the Americans and Brazilians in the last years of the war and would have been used for only a few years. If such cavern berths for submarines exist on Trindade they may have been used and even expanded by the SS in the years after the war.

Was the reason that Itaipu Fort in Praia Grande, São Paulo state was attacked by a flying saucer because of the base at Trindade? Was it a warning to the Brazilian Navy not to interfere in the activities on the island? The curious attack on this military fort is one of the few incidents of its type ever recorded and doesn't make a lot of sense, except as an attack by an SS crew in a Vril or Haunebu to warn the Brazilian military. No attacks like this have ever been recorded in Argentina or other South American countries with a large ex-Nazi presence.

Once more, the Third Power is able to flex its muscle and show just how far the tentacles of this octopus can reach. One has to wonder if there was a Nazi U-boat in the vicinity of Trindade during the sightings of 1957-1958? Also, where was the craft coming from —Antarctica? Is it possible that one of the Andromeda craft was in the vicinity as well? This is before the era of surveillance satellites, and activities at a remote island like this would remain completely unobserved until the 1970s.





The Barra da Tijuca photo taken in Brazil in 1952.

Chapter 8
Submarines That Can Fly

When the man comes to you
Tells you what you always knew was comin'
You feel it came twice as fast
You always thought the world would last way past you
But now you find it's time
'cause there's nothin' left around you
Spaceship Orion's there waiting to part the air above you
—*Spaceship Orion*, The Ozark Mountain Daredevils

We can see that the Andromeda and mothership mystery is one of the biggest within the UFO field. Large cylindrical craft were reported starting in the late 1940s. Yet, even before WWII and back into antiquity, cylindrical, cigar-shaped flying craft have been reported and depicted. The book *A Dweller on Two Planets*, written in the 1880s and published in Los Angeles in 1905, gives a description of a cylindrical craft called a vailx which was supposedly used as an airship and a submarine. It had windows on the side and was powered by an electric anti-gravity system that was called the "night-side force." This unusual book, which features a secret UFO base in Mount Shasta, is still in print today.

Indian vimana texts also describe a cylindrical craft that is also powered by an electric anti-gravity system; it is one of several designs for these ancient Hindu flying machines. What is important here is that spherical, disk and cylindrical shapes would be natural shapes for electric anti-gravity craft. The cylindrical design is also the design of large submarines as well as the body for large capacity airplanes. The cylindrical design would be useful on other planets as well, especially ones with large oceans of water and oxygen-rich atmospheres.

Other cylindrical craft similar to the Andromeda may have been secretly built by a clandestine Marconi group before WWII, a scenario proposed in several books published in Italy and Mexico. As we discussed earlier, George Adamski claimed to have taken photos of such a craft in the late 1940s, piloted by a man named Orthon who said he was from Venus.

For now, we need to focus on cylindrical craft—a flying submarine—that the SS termed the Andromeda Gerat. The Ettl/ Ratthofer material says that at least one Andromeda craft was built during the war and more were built immediately after the war. Three of these craft were seen flying together over Finland in 1966. It seems that there would be at least four and probably six or more, considering that some smaller versions may have been made after the war.

The Andromeda craft was meant to hold up to five smaller disk craft so often disks are seen around these motherships. They are also submarines, apparently, and they can rise up out of the ocean or descend into the ocean from the sky. They are trans-medium craft that are propelled by their electric anti-gravity engines through water as efficiently as through the air. One would imagine that these craft would be capable of travelling to the Moon and Mars, but this is debated by researchers who believe in these craft.

Within a few years of the end of WWII we had photos of cylindrical motherships starting with George Adamski and continuing throughout the decades right up into our new century and the Andromeda ship diving into the water off of Hilo, Hawaii on December 29, 2020. Many of the photos taken of cylindrical motherships over the decades are quite clear in what they depict. We now know that most of the photos, if genuine, are of the Andromeda craft or some variation.

I have tried to present some of these photos in the color section and elsewhere. Some photos of the Andromeda craft have never been published. In his final book of UFO photos, *UFO Photographs Around the World, Volume III*[61] Wendelle Stevens gives us some interesting photos, many from South America, and a list of photos taken of UFOs in 1960 and 1961. Here are some of the incidents he chronicles in his appendix which were not in my earlier lists:

Cylindrical UFO Emerges from Arctic Ocean

January 20, 1960—Arctic Ocean. An unidentified news cameraman took a photograph of a large glowing object emerging from the waters of the Arctic Ocean. The object rose into the air and then flew away.

UFO is Observed and Burns Photographer in Austria

March 2, 1960—Labuttendorf, Leibnitz, near Vienna, Austria. At 1:30 AM Herr Edgar Schedelbauer observed and photographed a bright red and white glowing object hovering at low altitude in the sky about 45 feet above the ground. Schedelbauer said he suffered some kind of burns on his face and hands from the UFO.

UFO Observed Landing and Taking Off

December 24, 1960—Kyushu, Japan. On a hilltop in Kyushu, Mr. Yusuke J. Matsumura observed a 40-foot flying disk land and take off. He took four photos of the craft, the last being the flying saucer taking off after briefly landing.

Movie Footage of Cigar-Shaped Craft off Florida

January 22, 1961—Eglin Air Force Base, Florida. At 4:45 in the afternoon Mr. Harry Casler obtained good 8mm movie footage of a cigar-shaped UFO above the surf line of the ocean. Casler was shooting movies of his son on the Eglin Air Force Base beach when he noticed an unusual object approaching from over the water. He turned his camera toward the craft and filmed it for a brief time while the cylindrical UFO made a U-turn and receded over the waters of the Gulf of Mexico, keeping just above the surface. Casler showed the footage to NICAP researchers but refused to give the film to anyone for examination or publication. We do not know what happened to this film. Presumably it is still with the Casler family.

Cigar-Shaped Object Photographed over Japan

January 29, 1960—Fukuoka, Japan. A “cigar-shaped cloudlike object” was photographed by two separate people. One picture was taken from a passenger seat on a Japan Airlines flight on the Fukuoka-Tokyo leg of the run.

One of Bruno Ghilbaudi's 1961 photos of a UFO changing shape.

Five Disks Photographed in Flight over Italy

April 27, 1961—Pescara, Italy. Bruno Ghilbaudi snapped several photos of five flying saucers in flight. The craft were not the same and differed from each other in minor detail and had three equally-spaced hemispherical domes underneath the craft.

UFO Photographed over Antarctica

July 9, 1961—Cape Hallet, Antarctica. An unidentified person at the All-Sky Auroral Camera at Cape Hallet took several photos of an object (possibly cylindrical but this is not clear) that had three yellowish-white lights and moved from the northeast to the southwest at a slow speed, making it too slow for a meteorite. It was watched for about four minutes.

Bruno Ghilbaudi.

UFO Photographed Watching Rocket Lift-Off

July 22, 1961—Cape Canaveral, Florida. An Associated Press photographer snapped a picture of the lift-off of Gus Grisom's Mercury capsule and captured another disk-shaped object hovering in the sky paralleling the ascent of the rocket. The picture was published in the local paper the next morning. However, after delivery of all the papers, the delivery personnel were sent back over their routes to pick up these papers before the were read. This completely failed and readers were treated to a UFO watching the Mercury launch. Was this a craft coming from an Andromeda ship?

Domed Disk Photographed over Mount Fuji from Airliner

September 6, 1961— Mount Fuji, Japan. At 1:15 in the afternoon, Mr. Yusuke J. Matsumura, traveling on ANA Flight #16 from Tokyo to Osaka, while over Mount Fuji, saw and photographed a domed disk-shaped object in flight outside the airliner. Mr. George H. Williamson, accompanying Matsumura, also saw the object and witnessed him taking a picture of it.

UFO Photographed over Ship in Harbor

September 25, 1961—Yokohama, Japan. At 4:30 in the afternoon Yusuke J. Matsumura, from a position near the central harbor, observed and photographed a dark spherical object flying above a ship in the harbor.

UFO Photographed over Tower in Yokohama

October 1, 1961—Yokohama, Japan. Yusuke J. Matsumura photographed a UFO over the Marine Tower in Tokyo Harbor.

Five UFOs Fly Over US Base in Cuba

October 15, 1961—Guantanamo Bay, Cuba. A night photograph was taken by a seaman in the US Navy that clearly shows five large oval-shaped luminous flying objects observed by him and several other witnesses as they flew in formation over the bay area and coastline of the military base. Remember: where five flying saucers are seen there may be an Andromeda craft in the vicinity.

Two UFOs Photographed over Kyushu Area

November 26, 1961—Kyushu Area, Japan. Yusuke J. Matsumura photographed two hazy spheroid objects flying in the sky at dusk as they made a very low approach overhead and one of them landed shortly after sunset. Yes, this is the same Yusuke J. Matsumura in many of the other incidents cited above. He takes a lot of UFO photos. More on him below.

Flying Saucer Photographed over Milan Stadium

December 21, 1961—Milan, Italy. Mr. Gaspare de Lama watched a silent dark domed disk maneuvering in the sky and took four photographs of it at about one o’clock in the afternoon. The 30-foot in diameter, dull metal flying saucer was surrounded by a hazy corona, and was flying above the San Siro Stadium in Milan. It flew erratically with starts and stops and sharp-angled turns. Sometimes it was stationary, then it would suddenly move a few hundred meters rapidly, and rise or descend. It once came down to about 50 meters off the ground. It then flew off. This flying saucer apparently wanted to be noticed.

SAUCER OVER YOKOHAMA

The first photograph of a UFO in Japan was taken by Yusuke J. Matsumura on January 17, outside his house in Yokohama. He used a Primoflex Automat (Japanese Rollei-Automat) camera.

At 10.47 a.m. Mr. Matsumura stepped out of the door of his house, with the intention of going to Tokyo. Then he saw a flash in the heavens. There appeared a metallic silvery object low down in the sky and very near to his house, as can be seen from the photograph on this page. He estimated the saucer to be approximately 20-30 ft. in diameter. It hovered in the same position for about 2 minutes at an altitude of about 70 ft. Then it shot off at a very high speed (about Mach 1.5-2), at an angle of 70 degrees with the horizon, facing south-east.

A 1957 article on Yusuke Matsumura.

Cigar-Shaped Craft Photographed over Kyushu

December 1, 1961—Kyushu, Japan. Yusuke J. Matsumura observed and photographed a large hazy cigar-shaped object surrounded by a pulsating field at around ten o'clock at night.

Saucers Seen Launched from Cigar-Shaped Craft

December 21, 1961— Mount Aso, Japan. observed and photographed a dark spherical UFO above lower clouds. The object

was seemingly launched from one of two slender cigar-shaped objects that were shrouded in clouds. These cigar-shaped objects were pacing a JAL flight en route between Tokyo and Fukuoka. This even was witnessed by others on the JAL flight was well. Yes, it is Matsumura again.

There are more incidents in Wendelle Stevens' list[61], but it pretty much ends at the conclusion of 1961. What is interesting to us is the incidents with cigar-shaped motherships similar to the Andromeda craft and the five craft seen flying in formation over the American military base at Guantanamo Bay in Cuba. Was this a flyover by Vril and Haunebu craft launched from an Andromeda craft?

Also curious are all the photographs taken in Japan by Yusuke J. Matsumura. Who was the mysterious photographer in Japan who took photos of UFOs wherever he went?

The Strange Case of Yusuke J. Matsumura

At the end of the curious chapter on UFO photographs of the 1960s, Wendelle Stevens explains why Yusuke J. Matsumura was able to take so many photos of UFOs while travelling around Japan. Says Stevens:

> Of particular interest in this volume is the increasing number of UFO photographs taken by Yusuke J. Matsumura, in a great variety of style and shape of craft. He has used a variety of cameras as his photographic techniques improved. Many of his photographs were taken from airliners in flight, often with other witnesses to the same phenomena and the picture taking activity of Matsumura.
>
> This seems too incredible to believe. Any second photograph by any UFO observer was likely to get that, and everything else by that one, thrown out of court because it was felt that this accidental event, if there was anything at all, certainly couldn't happen to the same person twice, and any more than that automatically branded him a charlatan and fraud. It had happened to George Adamski and to others as well.
>
> The fact of the matter is that Mr. Matsumura had come to the attention of the operators of these strange vehicles and had become a real contactee. Matsumura began to experience telepathic contact with the intelligent beings behind certain of the

UFO activity in Japan, and had developed a rapport with them such that he could immediately detect their presence in the area. This was followed by two-way telepathic communication and specific arrangements for things to be done by or for these visitors to our planet.

This led to face-to-face contacts and ultimately Matsumura going aboard the remarkable ships the visitors used. CBA (The Cosmic Brotherhood Association) grew up around these contacts, and some of the other members of the CBA inner circle were also into these contacts, by which they also learned to sense the Alien presence and a number of them also got similar photographs, such as A. Komaki.

These developments produced so much suspicion, back biting, and the worst kind of criticism, mostly by other members of the UFO community who had been left out of these contacts, that the Cosmic Brotherhood Association found it necessary to close their ranks and release little or nothing outside. The loss to the world community by their own jealousy is inestimable.

There have been other similar developments like this since that time and they have likewise met with scorn and derision. Truly Earth man is his own worst enemy.[61]

Little is really known about Matsumura outside of Japan, but he is obviously the world's most prolific photographer of UFOs. Stevens compares Matsumura to George Adamski and this is a very good comparison. Both took numerous photos of UFOs and claimed to be contactees which gave them the access to the saucers and cylindrical craft that they photographed. It seems likely the George Adamski met with Matsumura at some point in the early 1960s, probably in Japan.

Note that on September 6, 1961 Matsumura was traveling on an ANA Flight from Tokyo to Osaka and while over Mount Fuji, he saw and photographed a domed disk-shaped object in flight outside the airliner. His companion, George H. Williamson, is no ordinary person. This person on the flight with Matsumura is George Hunt Williamson, one of the earliest authors on UFOs and Space Brothers, with books in the 1950s such as *Other Tongues, Other Flesh, The Road in the Sky,* and *Secret Places of the Lion;* he also

wrote the book *Secret of the Andes* under the penname Brother Phillip.

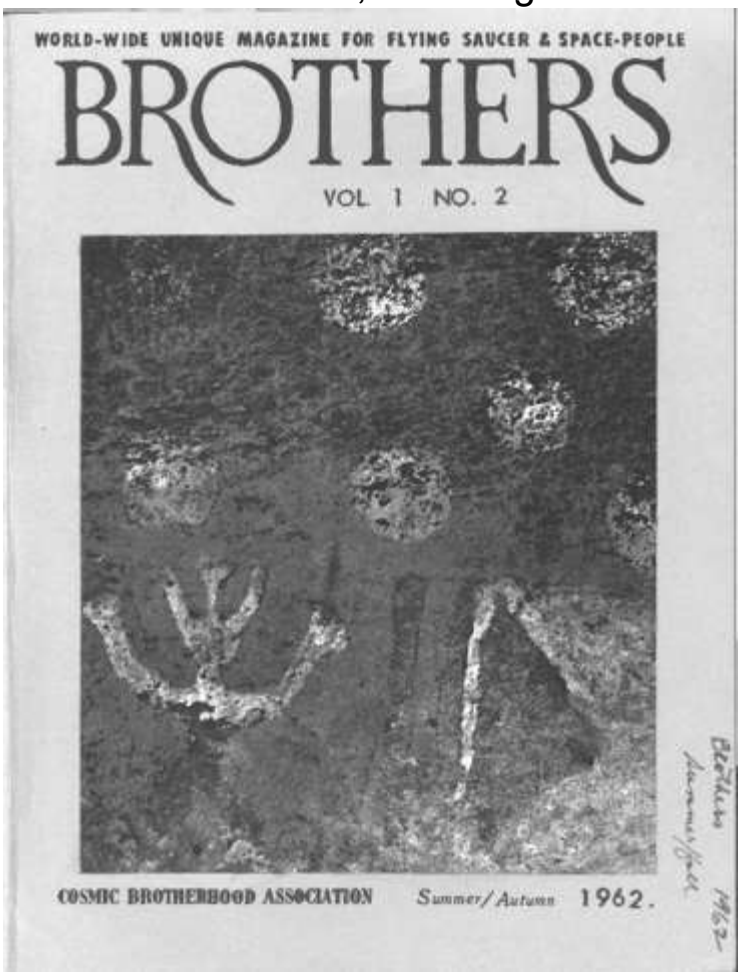
George Hunt Williamson was also with George Adamski and others when Adamski walked into the desert to meet with the extraterrestrial “space brother” from Venus named Orthon. Williamson originally claimed he saw the Venusian ship land but later claimed that he never saw the craft land or Adamski meet with Orthon and that he had just gone along with it since he was pretty much a believer anyway.

In many ways Adamski, Williamson and Matsumura are a nexus of “contactees” who claimed to know the Space Brothers and in the case of Adamski and Matsumura, take photographs of the ships. Matsumura took many of his photographs while on airplane flights that he took around Japan for the express purpose of taking photos of UFOs flying in parallel with the planes. Who does that? Who was Matsumura and who was he in contact with? Were his photos all fakes or was he genuinely getting snapshots of real craft? I have not included the entire list of photos that Stevens enumerates in the appendix to *UFO Photos Around the World Volume 3.* There are too many to list here and many seem quite trivial. I have left out some of Matsumura’s photos as well, and those of a few other Japanese people who took photos of UFOs and are included in the list. Matsumura took the most photos of UFOs in Japan by far, and even Wendelle Stevens found this remarkable and felt he needed to explain it.

What more do we know about Yusuke J. Matsumura? Matsumura founded the Cosmic Brotherhood Association in 1957. This organization was apparently based in the Tokyo-Yokohama area, where Matsumura lived.

Matsumura began making claims that he had contacts with extraterrestrial Space Brothers and made a prophecy of a global cataclysm caused by a shift in the earth’s axial tilt. He said that this would happen in the early 1960s, and he offered members of CBA the chance to escape the cataclysm with the Space Brothers. These claims were published widely in Japan, which led to the CBA being ostracized from the Japanese ufology community. The failure of the

prophecy of a cataclysm and other criticism led to the resignations of many of the association members, including Matsumura himself.



A 1962 issue from the Cosmic Brotherhood.

Starting in 1962 Matsumura and the Cosmic Brotherhood began publishing a magazine in English called “Brothers International.” It was called “World-Wide Unique Magazine for Flying Saucer & Space-People.” This magazine was published bi-annually until at least 1965. The publication featured photos taken by Matsumura, his prophecies, and speculations on ancient astronauts, ancient civilizations and UFOs. Matsumura also wrote an article for Ray Palmer’s magazine *Flying Saucers* in 1963 titled “Saucers in Ancient Times.”

Following a short-lived absence, and despite the failure of his prophecies, Matsumura ultimately resumed his directorial duties in 1964 and the CBA was renamed the Cosmic Brotherhood Association International (CBAI). The magazine was renamed

“Brothers International” and began a focus on ancient astronaut hypotheses, seeking to demonstrate that extraterrestrial contacts had been made with the ancient civilizations of Japan, including the Jomon culture. The group also constructed the Hayopira Pyramid (or Hayopira UFO Station), a hand-built platform for UFO contacts, in Biratori, Hidaka Subprefecture, on the northern island of Hokkaido. However, by the early 1970s, the association had ceased public activities.

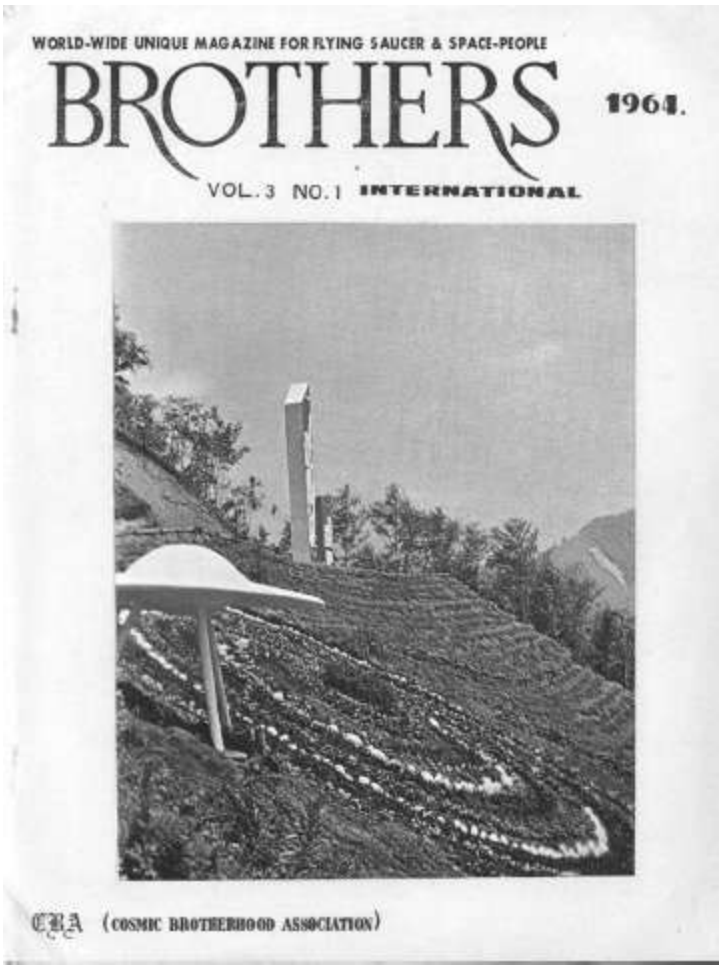
The question remains: who was Yusuke J. Matsumura and who was he in contact with? Many people would say that Matsumura was a kook and fraudster—faking his photos and making up his contacts. Yet, he claims he took many of his photos from an airplane window and had witnesses to support him.

And, he claimed that the reason he was able to take so many photographs of UFOs was that he was in contact with the occupants of the craft and he would tell them that he was going to take a flight and wanted to photograph their craft while in flight. He even allegedly saw a large cylindrical mothership and witnessed two smaller disk craft coming out of it.

Was Matsumura actually in touch with the occupants of some of these craft? Did these occupants speak Japanese? Apparently they did. They also spoke English and German. We might imagine that they spoke Spanish, Portuguese and Italian. Were these postwar SS officers and others, including Japanese pilots? It is hard to draw another conclusion.

It would seem that German saucers and the Andromeda craft were being used across Japan in the late 1950s and early 1960s. Japan had been allied with Germany during the war and special cargos of mercury were said to have been sent from Germany to Japan during the war. One of these mercury-laden submarines was supposedly wrecked somewhere in Indonesia.

The extraterritorial operations of the SS with their Andromeda craft, Haunebu and Vril saucers, and submarines was worldwide in the decades after the war. These craft ranged from Antarctica to South America, Africa, North America, Australia, Tibet and Japan, not to mention the arctic.



A 1964 issue from the Cosmic Brotherhood.

If it is the case that the Germans were operating craft around Japan during the late 1940s, 1950s and 1960s, might we expect there to be a secret base in Japan? Perhaps this base is in the northern island of Hokkaido. Would the Japanese government—or perhaps elements of the military—have knowledge of this base and its activities? Was this base built during the war as a joint Japanese-German base? According to Henry Stevens, quoting from the German writer Landig, Japanese and Tibetans were brought to the secret bases in the Canadian Arctic (Point 103) and Greenland (Beaver Dam). At the Greenland facility of Beaver Dam, supposedly, the submarines that could fly were being built in the final days of the war and early years afterward.

The only movie that features a secret space base in Japan is the 1967 movie *You Only Live Twice*, a James Bond movie with Sean Connery. In this movie 007 penetrates a secret space base inside a

volcanic crater that is being operated by SPECTRE—a group of thinly veiled Nazis—and their Japanese partners. Was the movie based on a real German-Japanese space base? Many of the early James Bond films were based on real characters and alliances.

The Konan Complex in Korea

In his book *The Roswell Deception and the Demystification of WWII*,[68] Douglas Dietrich (with Peter Moon) supplies us with all sorts of fascinating information concerning Japan and its secret projects during WWII. Dietrich maintains that the Roswell crash was a Japanese craft and that the famous “Battle of Los Angeles” on the night of February 24, 1942 involved a huge Japanese dirigible called a Beetle Bomber.

Indeed, the giant craft seen hovering over Los Angeles on the night of February 24, lit by numerous search lights and fired upon with flak shells, may have been some giant Axis craft from the Japanese or Germans. Certainly the US Army in Los Angeles thought this was the case at the time. It is interesting to note that the craft that was fired upon and photographed that night might have been a Haunebu. Photos of the incident add credence to this theory.

THURSDAY MORNING. Los Angeles Times

Searchlights and Anti-aircraft Guns Comb Sky

SEEKING OUT "OBJECT"—Scores of searchlights built a wigwam of light beams over Los Angeles early yesterday morning during the alarm. This picture taken during blackout shows nine beams converging on an "object" in sky in Culver City area. The blobs of light which show at apex of beam angles were made by anti-aircraft shells.

MARKINGS—Hugh Landis of 1738 W. 43rd Place points to holes made in his car, as it stood in garage, by fragments of anti-air-

The *Los Angeles Times* article of the large craft hovering over Los Angeles.

A photo of the large craft hovering over Los Angeles on Feb. 24, 1942.

Dietrich also points out that Japan did not unconditionally surrender to the Americans as the Germans did. He points out that while a surrender ceremony did take place on the USS *Missouri* on September 2, 1945, President Truman did not announce an end to hostilities with Japan until the last day of 1946, over a year later. Dietrich says that Japan finally signed a formal treaty of peace on September 8, 1951 which was to go into effect on April 28, 1952. Dietrich points out that Japan never made any war reparations to the United States and instead received tremendous aid from the United States.

While a number of conclusions that Dietrich makes can be challenged, one of the most interesting sections of his book is a discussion of the Japanese atomic research facilities which were located in Korea. Dietrich tells us that the Japanese, while occupying Korea, damned three rivers north of Pyongyang at Hungnam in order to create the massive amount of electricity that would be needed at the plant. The construction began in 1931 and went for many stories underground and was the largest underground facility in Asia at the time. It was on the coast and had several miles of above-ground airfields and buildings.

The top-secret research facility at Hungnam was known as the Konan Complex to the Allies who wanted to bomb the site but were unable to reach it. North Korea has large deposits of uranium and it was here that the Japanese built their atomic bomb(s). Dietrich says that there were a number of Japanese long-range bombers such as the Nakajima G5N Shinzan at the airfield ready to take working bombs to targets on the west coast of the United States.

The Canberra Times

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U.N. FORCES REEL BACK UNDER STUNNING BLOWS FROM REDS; MOST RECENT GAINS LOST

TOKYO, Monday.

The big United Nations offensive in North Korea was threatened with complete collapse today, correspondents with the U.S. 25th Division reported tonight.

This is the stark reality of the situation after 48 hours of savage fighting.

Chinese Communists and North Koreans have dealt a staggering blow to the United Nations forces.

A late report says the American First Corps have withdrawn from Unsanghi, on the north-western front, and the 25th Division has pulled back four miles.

The British Commonwealth Brigade, believed to include Australians, was reported to-day to have been rushed to the Kunuri area, 21 miles west of embattled Tokchon, as General MacArthur rallied up his last reserves.

U.S. AND SOVIET DELEGATES AT U.N.

DEATH ROLL IN U.S. STORM EXCEEDS 200

NEW YORK, Monday.

RUSSIANS REPORTED ON MOVE

FLOOD THREATENS IN TWO NEW AREAS

SYDNEY, Monday.

MR. CHIFLEY ILL; REST ORDERED

BATHURST, Monday.

Mother Fails In Bid For Custody Of Daughter

WATERSIDERS TO RESUME WORK IN SYDNEY TO-DAY

Bitter Battles In Indo-China

VAST ATOMIC PLANT WIPED OUT IN KOREA

TOKYO, Monday.

PARLIAMENT MAY SIT UNTIL DECEMBER 22

CHINESE REDS QUERIED ON KOREA AND FORMOSA

NEW YORK, Monday.

River Bridge Case: Man Remanded

Mid-Week Racing Ban Supported

Hail Wool Brings 200d. At Sale

Two Arrested In Naval Dockyard

TWO KILLED IN FALL OF MAST

Change Of State Name Opposed

German Aid In European Army

PARIS, Monday.

Hardship for Two Millions

Fog Hinders Britain

Britain Burning Japan, Says Truman

WASHINGTON, Monday.

Dutch And Loss From U.S. Fires

An article in *The Canberra Times* on Nov. 28, 1950 about the Konan Complex.

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5ft. and 6ft. high, and built with sandbags of earth, have protected the town from flooding eight times this year.

VAST ATOMIC PLANT WIPED OUT IN KOREA

TOKYO, Monday.

Atom bomb materials were being made at the Gian explosives and chemical works at Hungnam, on the north-east Korean coast, until it was totally destroyed by Superfort bombing.

An air force investigation team sent to Hungnam after its occupation reported yesterday that the works covered several square miles, and were the biggest of their kind in Asia.

The works were built by the Japanese in 1931.

Since the Russian occupation of North Korea in 1945, it had been supplying all its products to Russia.

Greek-Yugoslav Relations

BELGRADE, Mon. — Greece and Yugoslavia will resume normal relations to-day for the first

The1950 article on the Konan Complex.

Instead, says Dietrich, the Japanese began a phased withdrawal out of Korea and Manchuria. They relocated their atomic bomber fleet from Manchuria to the Japanese mainland. Russia declared war on Japan on August 8, 1945, two days after the atomic bombing of Hiroshima and began to drive south through Japanese-occupied Manchuria. The Japanese retreated to the mainland but the Soviets were mainly focused on Korea and capturing the Konan Complex. Being in the northern portion of Korea, the Konan Complex came under control of the communist North Korean government with Soviet oversight. They exported processed uranium to the Soviet Union for years. The site was bombed by the Americans during the Korean War (November 1950).

However, despite heavy bombing, this facility is probably still functioning and it is at the heart of North Korea's nuclear program. In fact it shows us why North Korea continues to process uranium and has its ridiculous nuclear missile program—they inherited it from the Japanese. The Japanese essentially designed and built for the North Koreans a world-class nuclear processing plant and underground base. They might as well use it. With plentiful stocks of uranium in their own country they are doing one of the few things that they are actually good at: making nukes and missiles to go along with them.

In some ways the Konan Complex gives us a hint of what a similar base would look like built by the Japanese on the Japanese mainland or one of its many islands. How many underground bases like the Konan Complex were built at various places in Japan during the war? Did some function after the war in a secret alliance with Nazi International and its flying machines? Did the occasional Haunebu or Andromeda craft visit these secret bases in the years after the war? This would be one solution to the many UFO sightings that were made in Japan throughout the 50s and 60s.

The Japanese Empire spread to the south to include Indonesia and New Guinea.

The Flying Submarines at the Arctic Bases

While a Nazi base in Antarctica is now fairly well known, even in popular culture, it is not so well known that there were two or more secret Nazi submarine bases in the Arctic. One was in northeast Greenland called Beaver Dam and one was in the Canadian Arctic somewhere on or near Baffin Island, called Point 103, also mentioned in the Landig books. Point 103 was supposedly seen as a “blue island” by Canadian air patrols. Both of these bases were in

contact with an airbase at Banak in the very northern part of Norway. The airfield was first built with triangular runways in 1938 and was taken over by the Luftwaffe in 1940, who expanded it and laid down two wooden runways.

Banak was taken over by the Royal Norwegian Air Force in 1945, but abandoned in 1952. During the war long-range aircraft were based at Banak that were operated by the SS, and some of these planes were said to have the insignia of the SS cult of the Black Sun on them, rather than the normal German Cross of the Luftwaffe. It was from this airfield that long-range flights to Japan took off, as well as flights to the bases in Greenland and the Canadian Arctic. The Norwegian arctic territories were also controlled by the Germans, and ultimately by the SS—because they were the only military intelligence at the end of the war.

Henry Stevens says that the first mention of the secret Greenland base called Beaver Dam was in an article in the German magazine *Mensch und Schicksal* (*Man and Fate*) written by Claude Schweikhart in 1952, talking about a Nazi-hunting group called the Emerich-Team, the first investigative body ever to look into the esoteric Reich and the "Third Power." In the article, Schweikhart makes mention of a "Laboratory of Death" in Greenland, apparently the base called Beaver Dam. In another statement concerning flying U-boats the magazine said:

> Interestingly enough the Emerich-Team recorded in such documents, obviously working together with the Third Power-hunting Yugoslavian radio news service, the existence of a "Laboratory of Death" somewhere in Green-land which was designated a city of technical satanism and in 1951 is said to have tested a flying undersea boat.[46]

A flying undersea boat is a flying submarine. As the war drew to a close and Germany was losing, what was left of the German navy—largely submarines—essentially withdrew to occupied Norway. Norway contained a number of U-boat bases and with its many fjords was an ideal place to hide submarines and even conventional boats. Says Stevens:

> The central Norwegian coast is fjord country. These fjords harbored the German Navy during the war. At first it was the refuge

of capital ships such as the Bismarck and Scharnhorst but later these facilities took on an even greater importance as U-boat bunkers in France were bombed and eventually overrun. The U-boat facilities in Norway became the home for the U-boat fleet and the U-boat fleet became the real German Navy.

It was from this area that U-boats were sent out in the final days of the 3rd Reich on all manner of desperate missions. Until the very end, U-boats apparently awaited Nazi bigwigs who never showed up for their journeys of escape. Later, we will recount the mission of U-234 as well as the U-boats of the legendary “Last Battalion” whose point of departure was exactly these waters.

But for now we must return to the springboard for the Nazi postwar world, the airbases of Northern Norway from which the Germans explored and watched over their holding in the Arctic. From here special long distance aircraft, including prototype aircraft salvaged from the jaws of Germany’s collapse, were operational. Also, something new was in the air, a new identity was forming. Not only Wilhelm Landig tells us this in 1971, German engineer Claude Schweikhart (sometimes aka Erich Halk) tells this to us for the first time much earlier. In the August, 1952 issue of the magazine *Mensch und Schicksal*, he states that often in the last days of the war, in areas of highest priority for the Germans, the symbol of the “Schwarzen Sonne” (Black Sun) was in use in portions of the German armed air defense forces. These “heretics” within the SS, as Schweikhart calls them, above all used the air base at Banak in Northern Norway as their base for long distance flights over the inner Arctic using the most modern long distance aircraft which they had obtained after these aircraft were designated as “failed constructions” by the official Luftwaffe. Speaking specifically of this base at Banak, Schweikhart says: “If they likewise used a special symbol, it is uncertain, but possible.”

This “failed construction” methodology for procuring long-distance aircraft is repeated by Landig and said by him to include flying discs. These aircraft were the property of a sect within the SS and were re-branded with the Black Sun symbol according to Landig.

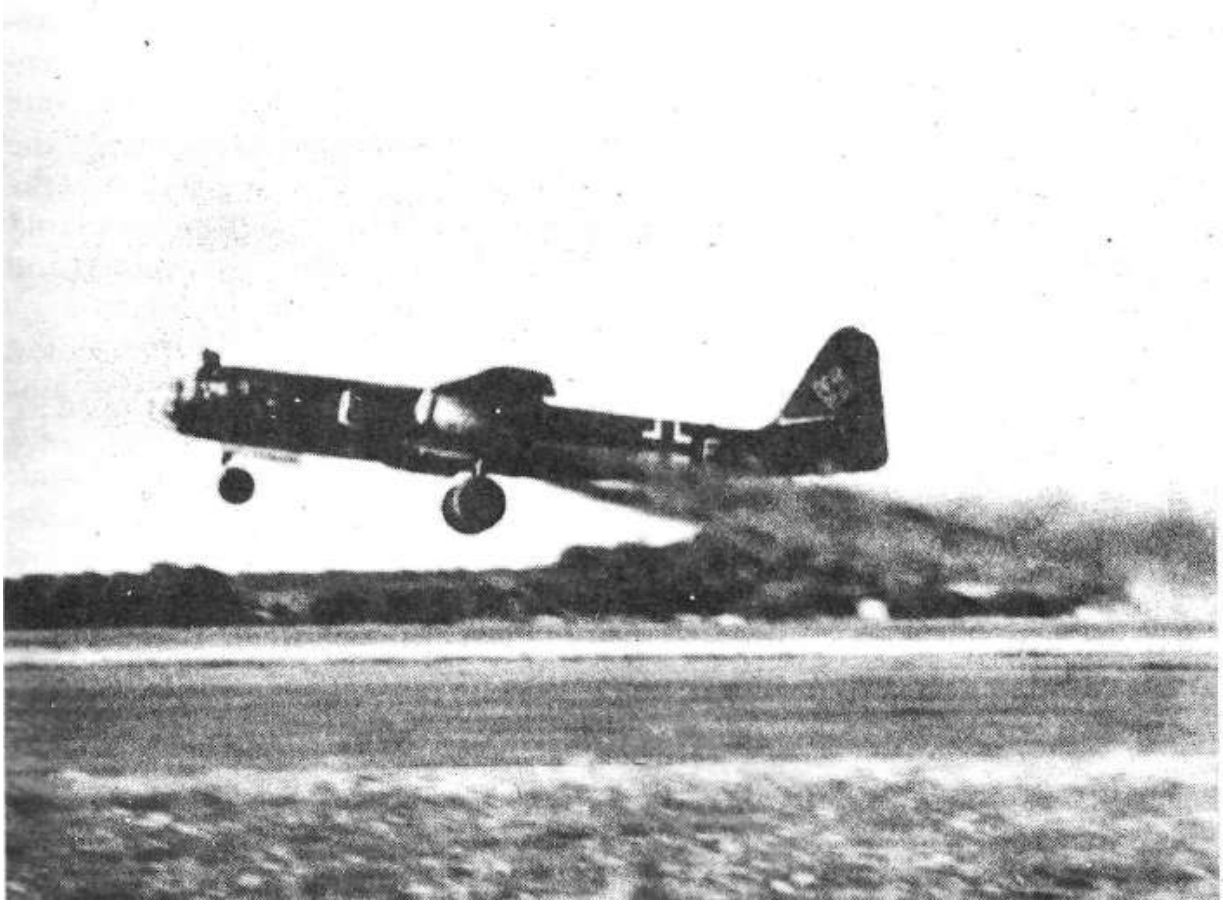
Meanwhile, back in the highland plateau region, the Germans there evidently had ideas of carrying forth the war from Norway or at least prolonging the war from there. In fact, the last known German unit to surrender on the European mainland did so at Haudegen, Norway, on September 4, 1945. This date lacks four days from being four months after Admiral Doenitz officially surrendered the three German fighting divisions of the German military, the Army, the Navy and the Air Force. Please note that the SS apparently never officially surrendered.[46]

Stevens tells us that most of the information we have about these secret Arctic bases manned by the SS comes from Wilhelm Landig's book published in the 1970s called *Goetzen Gegen Thule* (*Idols Against Thule*), the first book in a trilogy. Early in this novel three SS officers who are stationed in northern Norway leave their base in a special long-distance aircraft bound for a secret German postwar base somewhere in the Arctic, "Stuetzpunkt 103," or as it is commonly called, Point 103. Says Stevens:

Wihelm Landig is just about our only source for the secret base he calls Point 103. Landig uses every setting, every situation, to unveil something that happened during the war or some aspect of thinking or technology. When his three characters, the three German soldiers, land at Point 103 they are told of the "V-7," a German flying disc that has been brought there. They are told its developmental history and means of operation. They are likewise informed of other prototype aircraft that have been brought to this base and housed there as well as the extent and purpose of Point 103 itself.

Point 103 is set by Landig to be in the Canadian Arctic. We know that the Germans had a base as far West as Cape Chidley which is east of Hudson Bay but Landig's locating this particular base in the Canadian Arctic rather than farther east may be literary license, we simply do not know. It is set on an island in a semi-circular basin surrounding Point 103. Tunnels were made in the rock and served as living areas and storage as was done by the Germans at many other of their secret facilities, Nordhausen, Jonastal, Der Riese, Zement, and so on. Since aircraft were flown into this base, it must have had runway facilities. Hangars were

blasted out of the solid rock mountains surrounding the base and it was in these cave-hangars that experimental aircraft of all sorts were stored. This base contained workshops, research facilities, housing, cooking facilities, offices, corridors, and assembly halls. Hundreds of German soldiers inhabited this base on an ongoing basis. It functioned as a listening station, air base, weather station and most probably a U-boat facility.



A rocket assist on an Arado 234B bomber. Were such boosters used after the war?

Stevens says that Point 103 was connected to the outside world with special radio transmissions that were sent to a special radio base in the Northern Andes. This may be the radio station that the Germans allegedly built at Machu Picchu near Cuzco, Peru. The Germans also built the beer brewery in Cuzco during this same time and that brewery is one of the few industries that exist in Cuzco. There may well have been another secret radio station— and perhaps Haunebu base—in the mountains of Venezuela somewhere.

A great deal of Nazi activity, as well as UFO and Men in Black activity, seems have gone down in Venezuela over the years, especially in the 1950s and 60s. Some of this activity may have stemmed from operations during the war, including a secret radio transmitter and receiver. Still, we don't where it was, and it might have been in Peru, Ecuador or Colombia as well.

Stevens also says that flying disks were used to fly to various parts of the world to maintain contact with Nazi elements that remained after the war. Says Stevens:

> Writer O. Bergmann states that Germans of the Arctic groups were in communication with other postwar German groups via in intermediate position in the Northern Andes. Each group had its own code-name. The group in the Northern Andes used the designation "Atlantis," for instance. He states that other postwar groups survived in bases in inner Asia, as well as Africa and that these along with the Arctic base formed a unit while another three-group unit was formed by a group in Greenland, somewhere near Australia and somewhere in the Pacific.

With this we have a pretty good look at the worldwide network of SS bases—the secret cities of the Black Sun—and their farflung locations. He mentions inner Asia and this would be the Haunebu base in western Tibet that was discussed earlier in the book. Bergmann then mentions Africa as a location for one or more SS bases. I would guess that these bases would be located in the Spanish Sahara and on the northern coast of Namibia, near the border with Angola. Both of these areas were known for Nazi activity and Hitler was said to be living in the Spanish Sahara in one early account. This may have been a ruse to disguise the fact that Hitler had been in the Canary Islands, which are very nearby, and also a Spanish possession.

Secret SS Bases in the Pacific and Canadian Arctic

Bergmann, according to the above quote, mentions a Greenland base and then says there was an SS base near Australia and one somewhere in the Pacific. It is unlikely that any were created on the continent of Australia, but an island to the north or northeast of the top of Australia is a very real possibility. An island in Indonesia—

occupied by the Japanese during WWII—is a possibility as is the island of New Guinea or the Solomon Islands.

A base near Australia might be a location such as the highlands in the interior of New Guinea, a largely unexplored island—one of the largest in the world—that is politically split between two countries and has very little infrastructure. A Haunebu base could easily exist here on the top of a mountain in a remote area.

Such a base would be completely self sufficient and isolated from the surrounding world. Materials such as cement and plastics would be brought in aboard a Haunebu along with tools such as saws and shovels. Basic buildings would be built and a generator and radio tower would be installed. A rainwater entrapment system would be created. A cave system might be utilized as well. A base for a Haunebu need not be so elaborate as a base for a U-boat, or as difficult to construct.

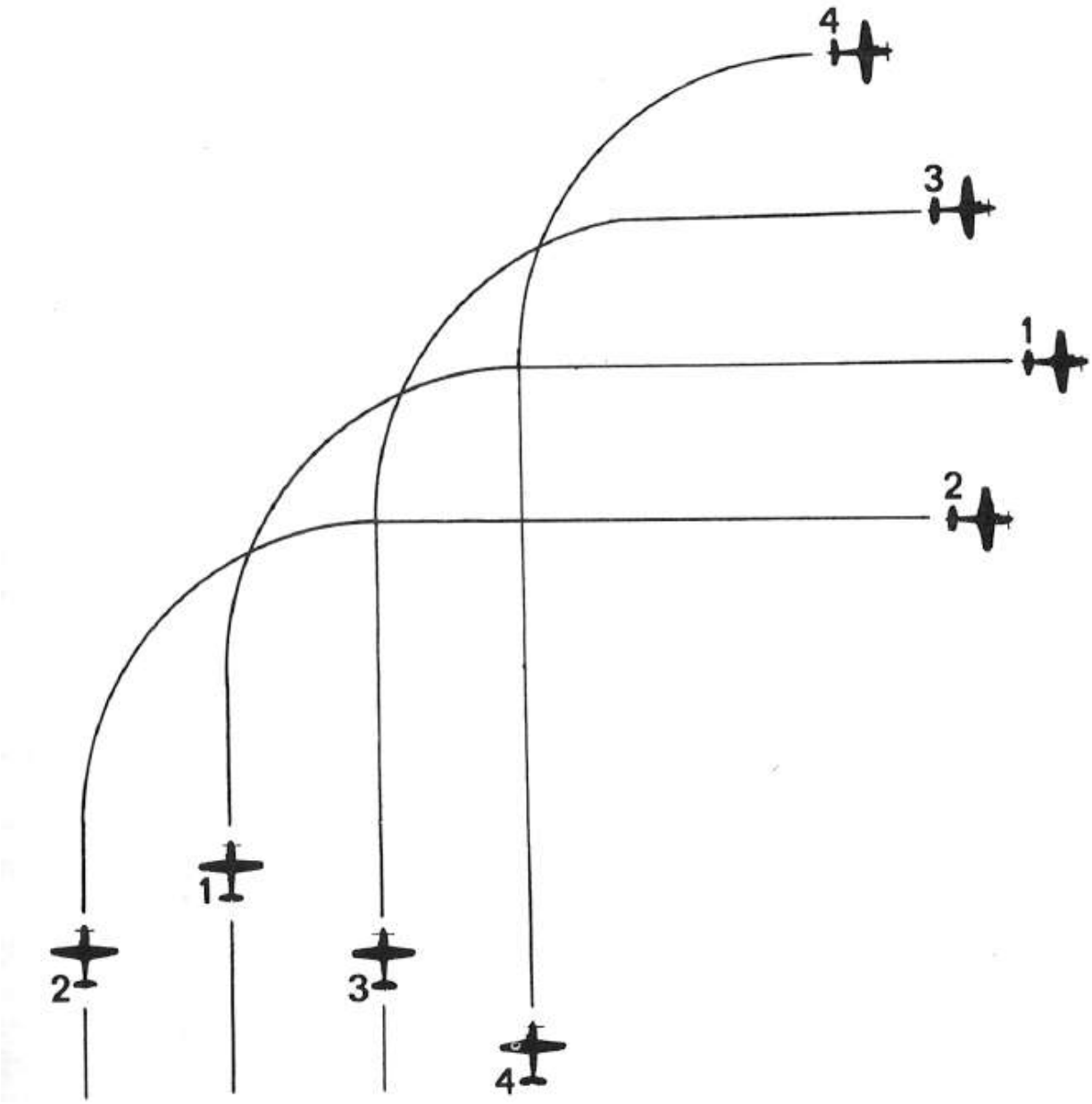
A similar base might exist on one of the islands in the Solomon Islands, or perhaps on one of the islands of Vanuatu. Odd UFO activity has been seen in all of these locations, particularly the Solomon Islands. It seems that there was some UFO activity in Japan immediately after the war and this activity may have been Haunebu craft flying out of these Pacific bases, or the one in Tibet, to bring SS operatives out of Japan after the war. Some of the strange UFO activity around Australia and New Zealand after the war may have come from these bases as well.

Also, it is worth noting that Indonesia—a vast archipelago of many mountainous islands and steep coasts—was occupied by the Japanese during the war. It is known that U-boats made journeys from the Atlantic to the Indian Ocean, past Indonesia to Japan, while Japanese submarines made this same trip to the Atlantic Ocean and back. Did some of these U-boats and Japanese submarines stop at a secret submarine base somewhere in Sumatra, Sulawesi or elsewhere? Could such a secret submarine base have functioned after the war?

Back in the Arctic, Stevens says that some of the craft kept at Point 103 in the Canadian Arctic were part of a special SS squadron, and that these craft began using the Black Sun symbol as their

insignia rather than standard German insignias such as the Iron Cross. Says Stevens:

A formation of saucers photographed over Yorkshire in 1966.



The traditional German crossover turn. Was it used by flying saucers?

It seems that all branches of the German military were represented at Point 103, including the SS. The particular sub-group or inner circle of the SS present at Point 103 lent their esoteric symbol, the Black Sun, to the base as a whole. On their aircraft the standard German insignias were removed and in their place the Black Sun sign was displayed. This took the form of a deep, dark-red circle. It is quite obvious that the thinking behind this symbol came from the Thule Society and their belief in a kind

> of Nordic Atlantis in the far north from which sprung the Aryan peoples, particularly the ancient Germanics. The Black Sun symbol reached its zenith at Point 103. It was adopted by some mystery U-boats of German origin sighted after the war but it was apparently not used in Neuschwabenland, Landig's Point 211. The flying discs and possibly aircraft flying from Point 211 used the old German military insignias.[46]

Stevens mentions how during the war, Wilhelm Landig had been in charge of security for the airport at Prague where three flying disk projects were housed. Since this area was the industrial heartland for the SS, Landig would have also been familiar with any aircraft projects under development by the SS. Stevens feels that Landig is a good source of information. Landig goes on to describe some other amazing aspects of alleged Nazi technology under development or operating at the workshops located at Point 103.

Landig says aircraft were guided to Point 103 by a special compass, called a Himmelskompass (heavenly compass). This compass did not work on magnetic lines of force generated by earth's magnetic field as most compasses do. This is because the magnetic north pole is not located at the geographic North Pole, but instead on the Boothia Peninsula near Hudson Bay, many hundreds of miles south of the geographic North Pole. Instead of measuring magnetic lines of force with a needle, the Himmelskompass measured polarized light. Using this device as a guide, an aircraft could be navigated to the proper coordinates without the use of a traditional compass and without interference from a defensive device employed at Point 103, the Magnetofunk. Says Stevens:

> The Magnetofunk was a compass in reverse. It generated a magnetic field and so would confuse any aircraft using a magnetic compass. It would influence the compass just enough to throw off anyone following it as a guide. Therefore, enemy aircraft would be passively diverted around Point 103 without the searching aircraft even being aware of its influence.
>
> But Landig describes other amazing devices and research going on deep within the bowels of Point 103. He states that a kind of alchemy is at work here. This is not the old alchemy of gold making, conspiracy or black cats, but a new alchemy for modern

times. Vril energy was being analyzed. Landig goes on to state that this Vril energy was suitable for powering aircraft. It was the same sort of energy sought by the ancient Indians for their flying craft, the Vimanas. Mercury was being used as a partial means of propulsion. Landig then goes on to make an amazing statement, saying that "our Indian friends" are busy reconstructing ancient secrets under security observation from these ancient sources.[46]

The Mysterious "Blue Island" of the Arctic

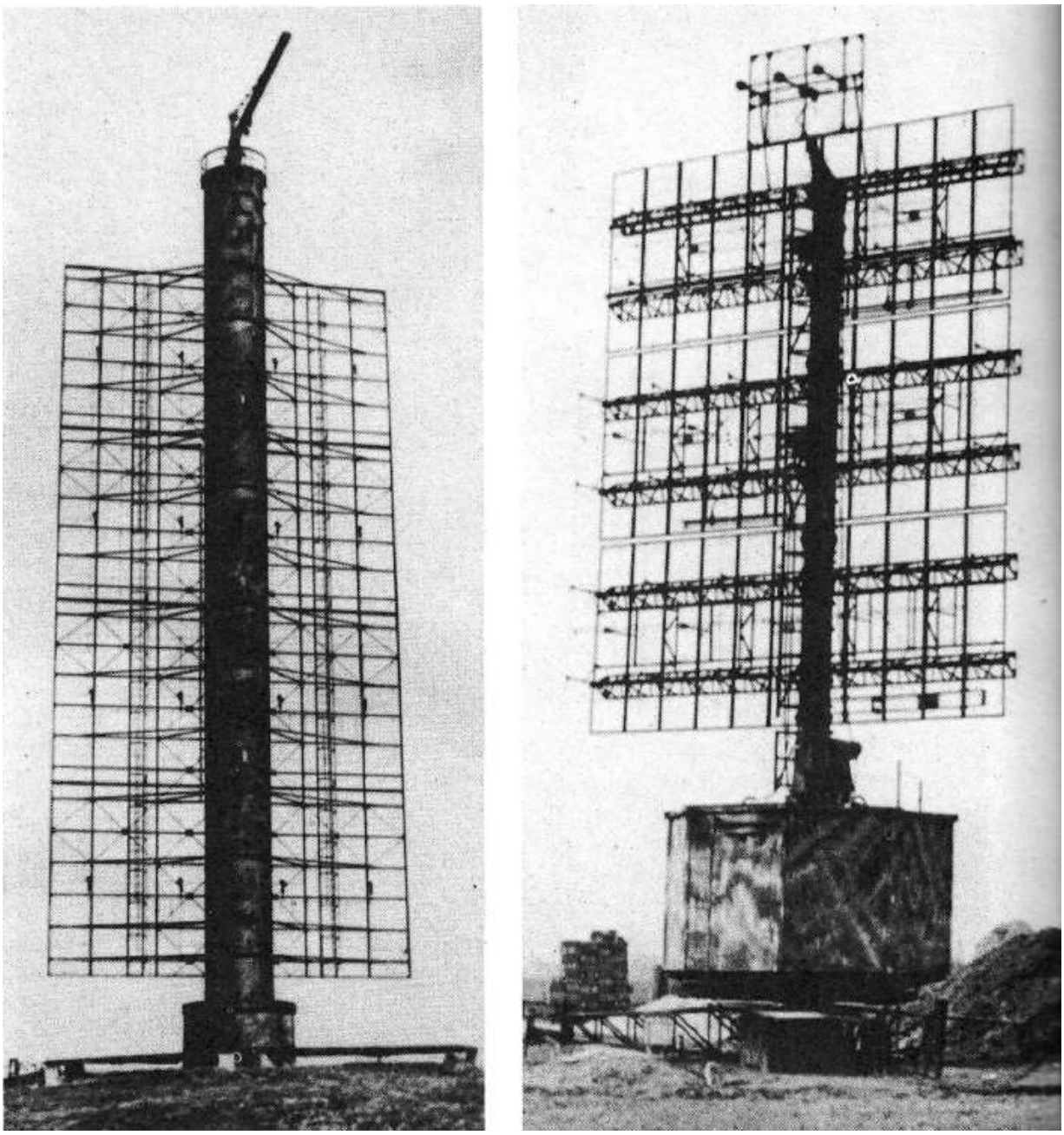
Associated with Point 103 is a "Blue Island" that was seen by Canadian air patrols, but was difficult to find when the air patrols returned to the same area for further looks at this Arctic anomaly. Stevens says that routine Canadian air patrols originating out of the Peary Islands began encountering something they could not explain. Says Stevens:

> Several independent reports from around 1950 state more or less the same thing. It seems that these patrol flights (their purpose was not stated) would sometimes encounter what they described as an island, surrounded by an icy ring of high mountains. On this island building structures could just be made out. Further, aircraft of some sort which could not be properly identified were seen. These "notable powered aircraft" could be seen landing.
>
> But there was a big problem. All attempts to approach this island for a better look were met with a strange kind of resistance. Upon drawing closer to the island, the aircraft was surrounded by a "thick blue aether" which was impenetrable to the aircraft's radar.

Stevens points out that these Canadian flights were looking for UFOs and their base and the Americans were making similar flights out of Alaska. The famous UFO investigator Colonel Wendelle Stevens said numerous times that he was part of these missions in the years right after the end of WWII. With the stories of the Blue Island it would seem that some defensive device was being employed that hid the location of the secret base.

Other evidence of a German base in the Canadian arctic is the movement of the famous German U-boat, U-234, which surrendered near Nova Scotia at the end of the war. The U-234 was a Type Xb minelaying submarine. Type X U-boats were the largest submarines built by the Third Reich, displacing 2,000 tons. In 1944 the U-234

was refitted from a minelayer to a transport ship. It was headed for Japan at the very close of the war, but somehow ended up surrendering to Allied forces between Halifax, Nova Scotia and Portsmouth, New Hampshire, on May 14, nearly ten days after Germany had surrendered. The U-234 departed Kristiansand, Norway for Japan on April 15, 1945 but ended up surrendering a month later near Nova Scotia. What was the U-234 doing in Canadian waters when its mission had supposedly been to take cargo to Japan? This craft should have been in the South Atlantic. Had it come from the mysterious Point 103, the Blue Island in the Canadian arctic? It would seem so.



The two main German radar installations: the *Wasserman* and the *Freya*.

Landig's secret base at Point 103 was said to be comprised of members of the Thule Society, a society that was sometimes at odds with the traditional power of the Nazi party and the Third Reich. They believed that Hitler and the Third Reich had been compromised by evil forces as early as 1933. Therefore, Point 103 was comprised of mystics and scientists from all over the world. In *Goetzen Gegen*

Thule, Landig describes a conference at the base that is attended by the following:

> …a Tibetan lama, Japanese, Chinese, and American officers, Indians, a Black Ethiopian, Arabs, Persians, a Brazilian officer, a Venezuelan, a Siamese, and a fullblooded Mexican Indian.

Note that Landig claims above that American officers, perhaps Navy officers, were present at this secret base in the Canadian Arctic. Landig says that Point 103 is not an extension of the Third Reich, but a Thulean independent group opposed to fascism, working with esoteric groups from around the world that are in opposition to the Judeo-Christian/Masonic World Order. The focus and symbol of this group is the Black Sun insignia.

Landig describes the large gathering of esoteric groups from around the world that dedicated themselves to the Black Sun cause; they wore either red robes or black robes, black robes being for the higher initiates. He said the scene was obscured by a curtain, but behind the curtain when it opened up was a spacious hall which bore a set of steps leading downward. On both sides of the elongated hall ran some benches on which some of the men of the station sat. The aisles were lower and the processional path of the hall continued through four more levels. Upon this path stood a procession of people that for the most part wore red capes. Says Landig:

> At the head of the procession were foreign guests, whose attire also emphasized the strangeness of this assembly. Over everyone dominated the black, helmet-like headdress of the Tibetan Ta Lama, the Japanese next to him becoming small. While the Tibetan wore the alreadyknown black robe, the Japanese officers had their uniforms on as well, however, also having black robes draped around them.

We have quite a curious group that assembled at this secret Arctic base at the end of WWII. We can see how there might be Japanese officers at the base, but the other people are incongruous, especially the Tibetan Lama. As we have seen, a group of Tibetan Lamas was discovered in Berlin at the end of the war and there are rumors of a secret Nazi base in Tibet. Also notable is that the Black Sun insignia is also a yantra—a meditation device to focus the eyes on—and its use is common in Tibet and India.

As mentioned in the previous chapter, Landig says that Point 103 was destroyed in the years right after the end of the war and personnel and material was transferred to South America and to the mysterious secret base—said to be in Bolivia—called Mime's Smithery. Here the Andromeda, Haunebu and Vril craft continued to be manufactured and variations were made to the craft. I suspect that this included making smaller versions of the Andromeda and various versions of the Vril craft.

Greenland and the Lab of Death

Let me close this chapter with a detailed discussion of the secret base in Greenland with the code name "Beaver Dam" which I discussed at length in my previous book. While the secret Canadian Arctic base called Point 103 was closed after the war it seems that a different base in northeastern Greenland continued to operate for a number of years after the war.

Stevens said that he first heard about it at a UFO conference, and thought that it was located in Norway somewhere. He later discovered that most of the stories put the secret laboratory in Greenland, and that the rumors were that strange experiments went on there, including the grafting of different animal organs and limbs. Another version, he says, is that this fusion is done on a genetic level, rather than surgical. Obviously the whole idea is horribly creepy and one hopes that there is no such activity.

Stevens says that the fundamental reference concerning the Laboratory of Death is Claude Schweikhart and his 1952 article in the German periodical *Mensch und Schicksal*. He says that the article does not mention genetic manipulation or cloning or chimeras. Schweikhart reminds us of the investigation of the SS undertaken by the Louis Emerich team in conjunction with the Yugoslavian intelligence agency. This is the group that coined the word "Dritte Kraft" (Third Power) for the SS survival groups. Emerich and the Yugoslavians concluded that a base did exist somewhere in Greenland which they called "Laboratoriums des Todes" (Laboratory of Death) but this base remains a complete mystery. Emerich and his group connect the secret base and laboratory with satanic activity.

But the big news from Schweikhart's article is that at the Laboratory of Death in Greenland developed a special type of flying

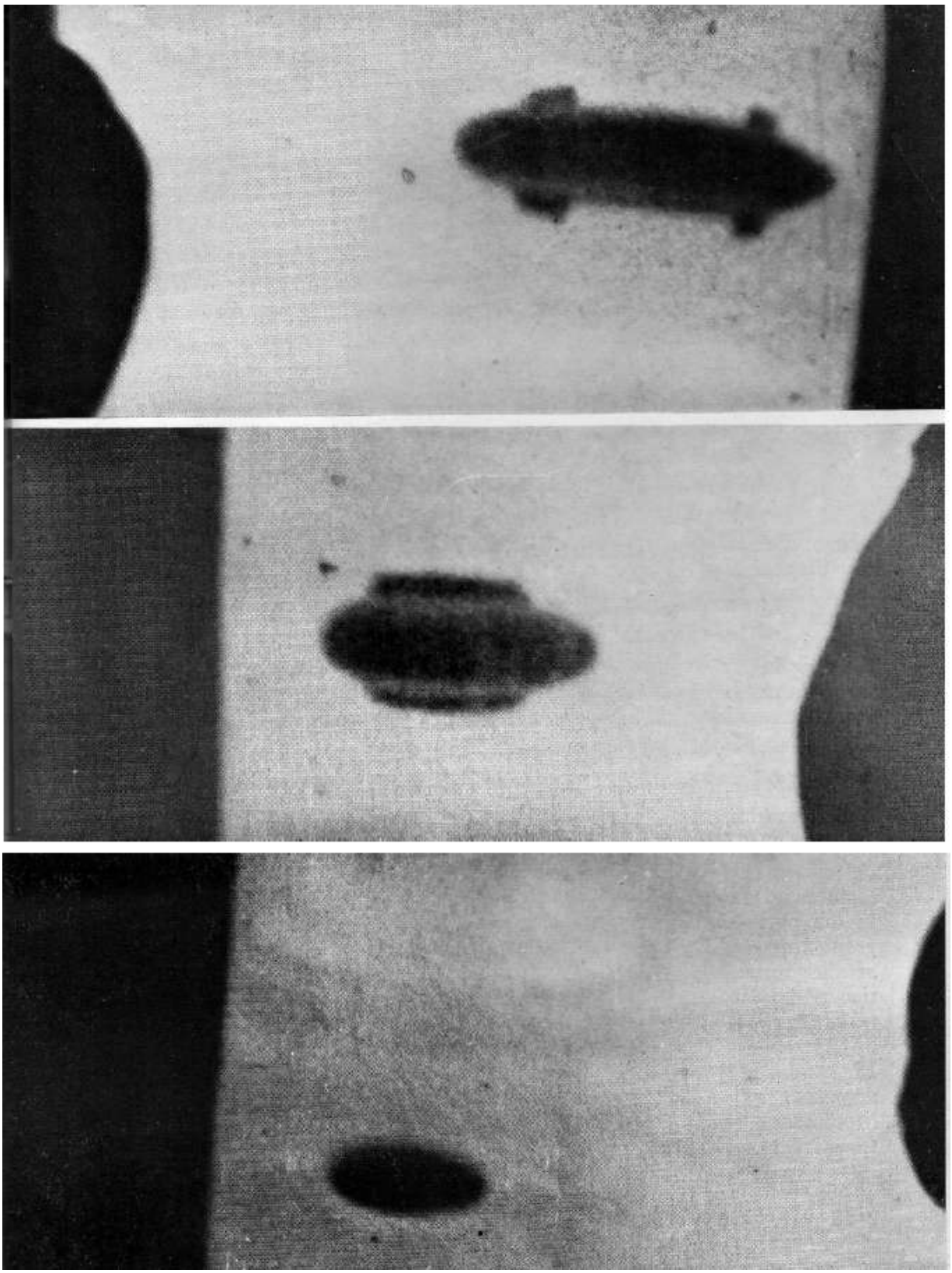
craft in 1951 (others had been developed earlier). This new flying craft had the ability to submerge in the ocean and emerge from the ocean to take flight into the air. In other words, it was a flying submarine. Says Stevens:

> Schweikhart was writing in 1952 so when he says this development took place in an unrepentant Nazi secret base on Greenland in 1951, we can only assume Schweikhart was well connected to say the least. I do not expect any reader to take this statement, a statement from many years ago, from a mysterious source, describing an incredible event, at face value. But I would ask the reader to suspend judgment of the combination flying saucer-submarine until we can deal with that subject in some detail.
>
> So picture, if you will, a base capable of such things. This base would have to be large indeed to accommodate both U-boats and flying discs. Bergmann describes what a Greenland base must have looked like as being essentially the same type of base needed at the South Pole at Neuschwabenland. It would consist of tunnels bored through ice and solid rock to a length of 2,000 meters. The entrance would have been camouflaged so as to make it unfindable.
>
> According to Bergmann, this type of base would have been protected by two kinds of weapons, both called “Strahlenwaffen” or ray weapons. First, there was the weapon he calls “Zuendunterbrechung” or ignition interruption in English. This word is simply a variant of “Motorstoppmittel,” called magnetic wave by the Americans. This was a device that ionized the air within its range of operation and so short-circuited the ignition systems of enemy aircraft. The second weapon “Strahlenwaffe” goes undescribed by Bergmann but we may conclude it was a more directed beam weapon since Bergmann goes to pains to describe the result of the magnetic wave-type weapon.
>
> To flesh out our conception of such a base, we must assume parallel tunnels that are interconnected as they were in the underground facilities in Germany, Poland and the Czech Republic. Storerooms, living quarters, power generating facilities, heating facilities, and workshops would also have been necessary. In

addition, some sort of turntable for incoming U-boats would have been necessary in order to service them and then spin them around for launching again seaward. Access to a rough airfield would also probably be necessary for supplies and reinforcements from Norway.

Stevens thinks that Beaver Dam was a submarine base deep inside a hollow cavity in solid rock that was partially above water and partially below water:

> In the absolute maximum of possibilities for Beaver Dam, I would picture it as breakwater or near breakwater, allowing only the tops of the waves into a central harbor. The central harbor would remain relatively calm for a U-boat, especially if it were submerged. To access the base itself the U-boat would dip a few feet underwater under an artificial ledge built into solid rock. Behind the ledge the U-boat would surface into a large hollow cavity completely cut off from the surrounding environment. The cavity would contain lights, dry-docks, machinery for on and off loading. The artificial breakwater and the reinforced cement ledge would be camouflaged to look like real rock or real rock might even be affixed on to it for this natural look. To aerial reconnaissance or even ships sailing past it, the base would blend into the natural surroundings. A small airfield was probably nearby since contact with Norway via air was necessary at least in the beginning.



Mrs. Joan Oldfield took these three photos out of the window of an airliner flying over England in March of 1966. The top photo shows the original elongated craft before it changed its shape in the middle photo and then finally became a saucer shape and flew away in the bottom photo.

So, starting in the early 1950s, this facility in Greenland— run by the SS—developed a flying U-boat. These flying disks and cylinders are essentially submarines and airships, both UFOs and USOs. Some researchers even postulate the origin of the UFO that crashed at Roswell as this base in Greenland. This is in agreement with the central thesis put forth by Dr. Joseph P. Farrell in his book *Roswell and the Reich*.[39]

Stevens tells us that other weapons were kept at Beaver Dam according to Dr. Milos Jesensky and Mr. Robert Lesniakiewicz in the 1998 German language book *Wunderland.* Among these weapons was the "Urzel." The Urzel was a combined V-1, V-2, mounted in a horse and rider configuration. This weapon was to be launched at the east coast of the USA and was to have contained an atomic warhead. Unfortunately for the Nazis, the atomic production facilities at Der Riese simply either could not produce the desired weapon in time or were overrun by the Soviets before they could do so.

Stevens says that Dr. Jesensky and Mr. Lesniakiewicz say that the mission and scope of Beaver Dam changed somewhat corresponding to the rapidly changing war situation. They list three stages for Beaver Dam:

> In stage one, Beaver Dam would have been the impregnable fortress Dönitz promised for Hitler. Hitler was to be able to carry out war outside of Germany in this vision so U-boats and even tug boats would be necessary since containers carrying large rockets capable of hitting the United States would have been brought in. This base also functioned as a meteorological base until the bitter end of the war in Europe. Training for the men as well as testing and working out of details involving Arctic living would have been carried out at the polar research station at the Golden Peak, Kirkonoshe, in the Bohemian mountains.
>
> In stage two the atomic warheads and very long range rockets could no longer be counted upon since the research, development

and industrial facilities lying underground in the Owl Mountains of Poland were unable to provide them in a timely manner. Therefore, Beaver Dam took on a secondary function. It became a repository. Art, artifacts, gold and money from the Reich's Bank, blueprints for superweapons as well as prototype aircraft were brought to Beaver Dam for storage. Among these prototypes/ superweapon blueprints was a flying disc.

In stage three the war is over. The base now served as a hide-away for prominent Nazis on the run but the most important function of Beaver Dam centered around the flying discs. This was their base and point of origin for spying missions directed at stealing atomic weapons and technology from the USA and USSR. Urzel weapons were also in storage. The Nazis at Beaver Dam still prepared for some sort of final battle, a Goetterdammerung, in which they would fight with advanced weapons and machines of all kinds.[46]

Stevens says that these researchers believed that the Germans at Beaver Dam in Greenland wanted to cause provocation between the East and West. Reinhard Gehlen, who ran a German intelligence network inside the Soviet Union during the war and was recruited by the CIA after the war to reconstitute his SS spy network, is often accused of playing one side against the other, even manufacturing the Cold War, for the benefit of those he served in the Nazi period and their ideals. For the SS, the communist Russians were the enemy and the Americans were potential allies.

Stevens says that the Slavic researchers do not think Beaver Dam exists today. He comments:

At some point during the last 60 plus years they believe the base ceased to function. They really do not say what might have happened but they do speculate about walking through the underground tunnels and finding abandoned, rusty flying discs and derelict U-boats. These researchers believe the evidence is there, only awaiting discovery. Imagine if it were true, if someone did find a secret German base, accessible only by tunnel to the sea, filled with U-boats and supporting machinery that had been in operation after 1945? That would settle the question of postwar German bases once and for all, right?

Stevens says the German researcher O. Bergmann, writing in 1989, says that just as Admiral Byrd led an expedition against the German base in the Antarctic, at Neuschwabenland, so too were expeditions mounted in Greenland, which Bergmann hints were for the same purpose. During the years 1947 to 1950 a Danish expedition commanded by Eigil Knuths was sent to Greenland. In the years 1947 to 1951 the French sent an expedition. In 1951, the English got into the act with their own expedition to Greenland. Says Stevens:

> But what is most amazing is that on March 27, 1951 the Danish, who own Greenland, found it necessary to enter into an agreement with the United States for the common defense of Greenland. Who were they defending Greenland against? Greenland is a sparsely populated land with no large cities, mostly inhabited by Eskimos still practicing variations of a hunter-gatherer lifestyle. The only military power in 1951 set up in opposition to the United States was the Soviet Union and it hardly had its sights set on invading Greenland.
>
> Immediately, the US government began feverishly building some air bases in Greenland. Bergmann presents a map of Greenland showing three bases, Narsarssuak, Thule and Station North. The base at Station North is located exactly where Dr. Solchec, Dr. Jesensky and Mr. Robert Lesniakiewicz think Beaver Dam was located, on the northeast peninsula called Peary Land.
>
> So what happened here? The Germans were said to have just perfected their flying submarine at this time. How could the Americans and presumably NATO have a base in this exact spot or within a few miles of it?

Stevens says that a likely scenario is that the Germans were displaced sometime in the years 1951 or 1952. They could have abandoned this base or these bases or they could have been forced out by the American military. They might even have entered into an agreement to cede the bases. If this is true, the March 27, 1951 agreement may have involved a secret party, one representing the interests of the Nazis. The hidden base itself with its hidden access to the sea may have been appropriated as a listening post and for use in clandestine activities directed at the Soviet Union.

Chapter 10
The Breakaway Civilization

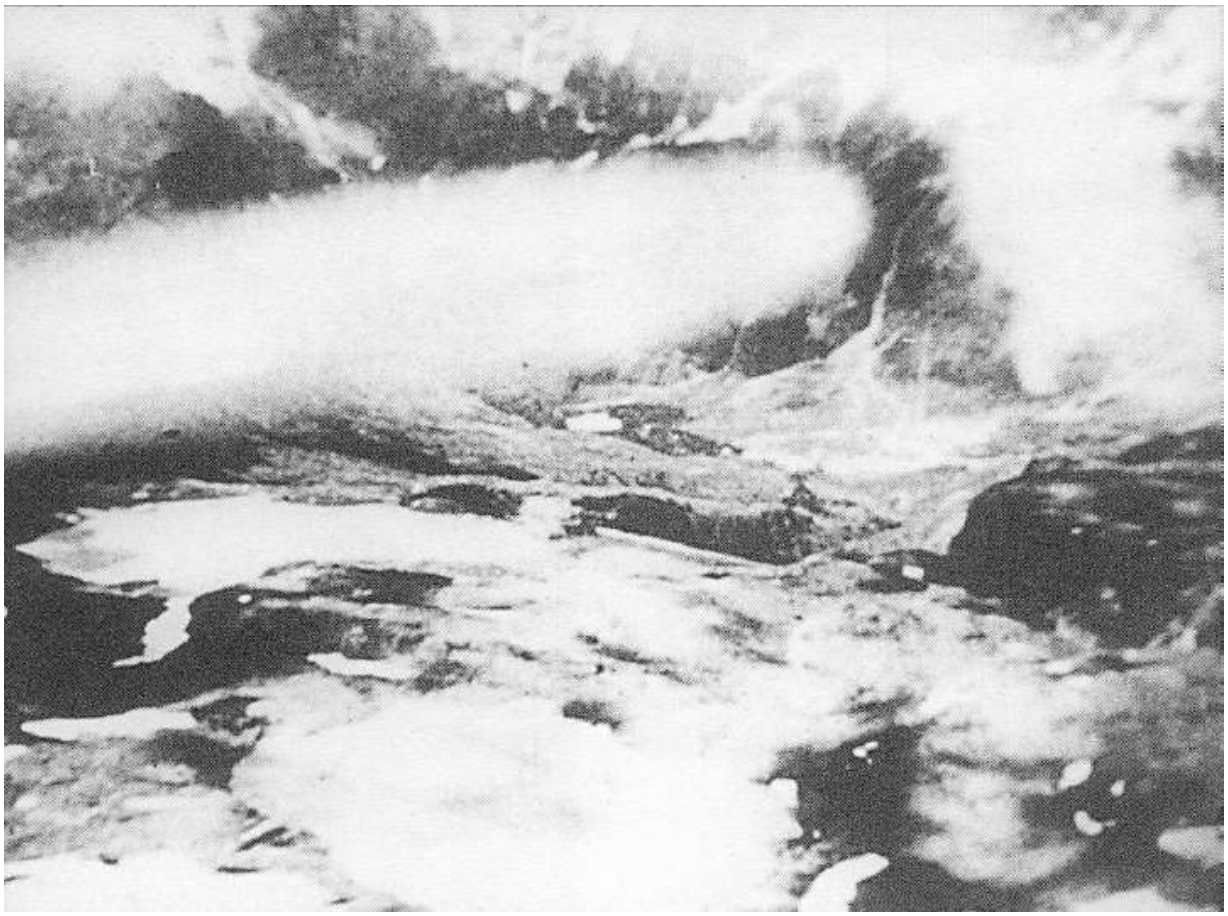
In the dark of the sun will you save me a place?
Give me hope, give me comfort, get me to a better place?
I saw you sail across a river underneath Orion's sword
In your eyes there was a freedom I had never known before.
Yeah we will stand as one in the dark of the sun.
— Tom Petty, *Dark of the Sun*

It has been clear, I think, that at least a portion of the UFO phenomena since WWII involve postwar Nazis and their secret bases in Antarctica, the Arctic, South America and elsewhere. We have seen the unusual UFO activity around an abandoned submarine base on Trindade Island off Brazil. We also saw that there was an attack by a flying saucer on a Brazilian military post at about the same time as the UFO activity on Trindade.

We have the astonishing plans for the Haunebu, Vril and Andromeda craft that were part of the Ralph Ettl document dump. We have the sightings of multiple Andromeda craft in the sky at one time, including the 1966 photograph of two motherships hovering over Buenos Aires. At another time a Finn Air crew witnessed three motherships flying together with a number of flying saucers. Were they coming from some secret base in the Arctic?

It is also clear that the American military, along with the British, were concerned about this postwar activity. The MJ-12 group was created to assess this threat. It would seem that they ultimately classified the UFO activity as psychological warfare. This cat and mouse game continued across continents with the Vril and Haunebu craft able to speed away in a trice and leave any pursuers behind in a flash of light.

Most of their flights occurred over areas where the USA had no control—areas such as Latin America, Antarctica, the open ocean and various countries in Africa and Asia. Still, the psychological warfare and other activities would take place in the USA and even over tiny England. It seems that postwar Nazis flew their craft all over Europe after the war and that Germany, Italy and France had more than their fair share of sightings.



A cigar-shaped UFO photographed over Switzerland, July 1959 and submitted to Project Blue Book.

It seems that these postwar Nazi craft decided to be active during the Korean War, though the activity appears to have had little purpose except to sow confusion and discord. Remember the curious flying saucer attack on a US platoon where a soldier was burned by some sort of ray? Such activity could be considered psychological warfare.

But we have the dual track of the Project Paperclip Nazis and the Gehlen organization with the extraterritorial SS and their continued use of certain secret bases for their activities. They are still active in South America and are likely to have several bases in Argentina as well as bases in Paraguay, Bolivia and Chile. They may still have one or two secret bases in Antarctica, one on an island in the Antarctica Peninsula and perhaps one still in Neuschwabenland. They may still have a base near Australia somewhere, perhaps in New Guinea or the Solomon Islands.

Did the SS surrender some of their craft to the Americans as Henry Stevens suggests? He suggests that Ronald Reagan's visit to an SS cemetery in the mid-1980s was an important milestone in this merger of the secret American space program with that of the postwar Nazis. Did the SS turn over one of their Andromeda motherships to the Americans to fly?

Let us look at a curious incident from 1995 about a huge flashing mothership seen by a flight crew over Texas on their way to Las Vegas.

The 1995 America West Airlines Sighting

In the book *The Encyclopedia of Extraterrestrial Encounters*,[55] Ronald Story tells us the interesting tale of America West Airlines flight 564 on a routine trip from Tampa, Florida to Las Vegas, Nevada on the night of May 25, 1995. The plane was flown by two veteran officers: Captain Eugene Tollefson and First Officer John J. Waller. They encountered a cigar-shaped UFO at 10:25 PM, two-thirds of the way through their planned four-and-a half hour flight as they were passing over Bovina, Texas at about 39,000 feet.

Three Vril craft over an unidentified area of Italy, circa 1972.

A photo taken at Riverside, California in 1951.

They were flying above a layer of clouds and could see an active thunderstorm cell to the northeast. Suddenly the attention of the lead flight attendant, sitting in the cabin behind the pilot, was drawn to a line of flashing lights in the sky to the north and a bit below the airliner that was flying west. Then both the flight attendant and the first officer observed a horizontal row of eight strobe-like lights, flashing on and off in sequence from left to right.

Says the entry in *The Encyclopedia of Extraterrestrial Encounters*[55]:

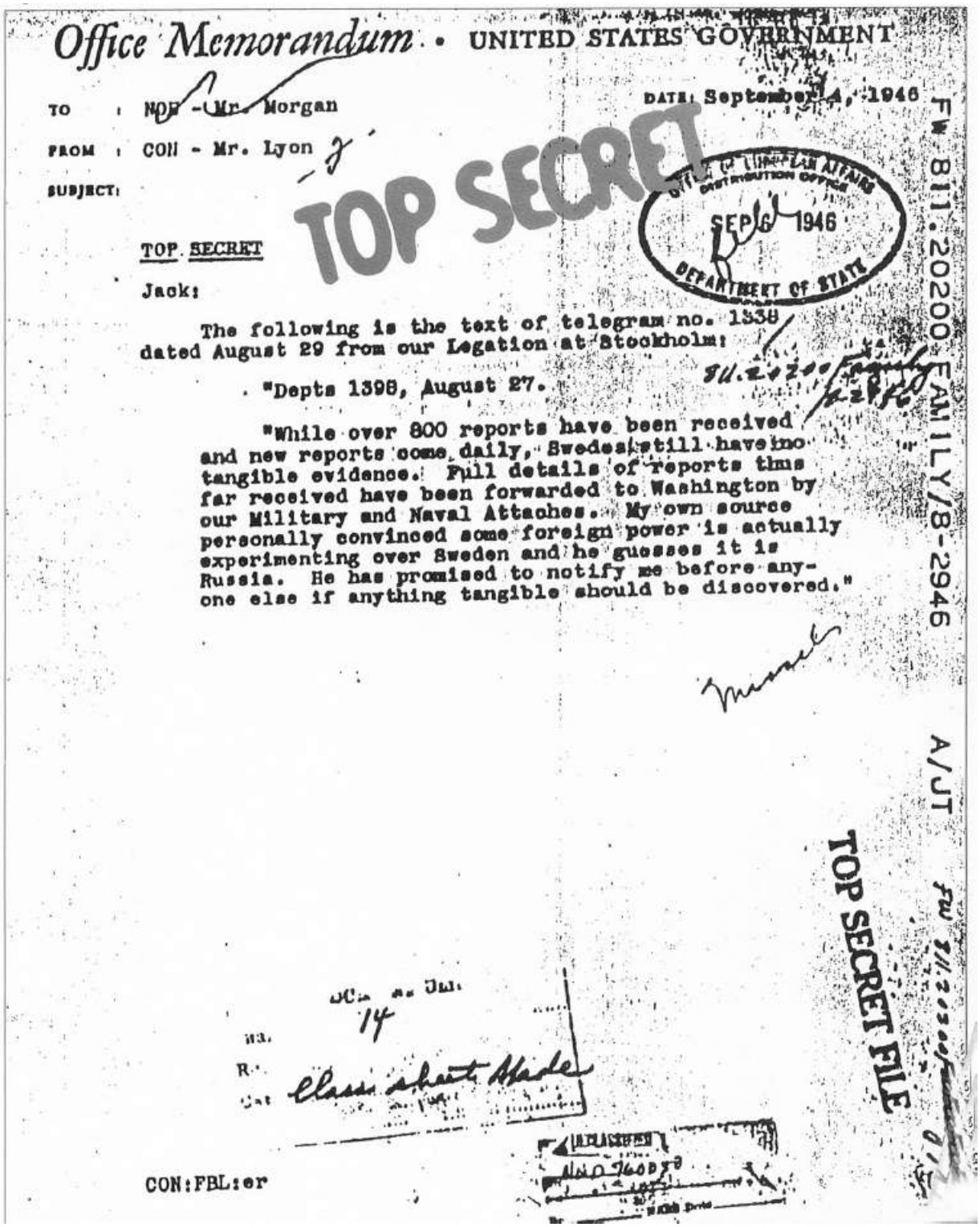
> Appearing “bright white with a tint of blue” and having the brilliance of landing lights, the row seemed to be at an altitude of 30,00 to 35,000 feet. Although Captain Tollefson had to leave his seat to observe the lights, he too noted their sequencing from left

to right. Ultimately, the westward progression of the airliner caused the UFO to be situated in front of the thunderhead, whose lightning discharges silhouetted the strange object. Seen from this aspect, appeared to the first officers as a dark, wingless cigar 300 to 400 feet long, with lights disposed along its length, and perhaps 22 miles distant. Tollefson felt the object might have been closer, with a 400- to 500-foot length. The object was in view for approximately five minutes.

Although the aircrew immediately contacted the Albuquerque Air Route Traffic Control Center to report the sighting, a flight controller stated that no unknown object was being picked up on radar; several airplanes in the vicinity of flight #564 likewise were not able to spot the strange strobing lights. NORAD's western headquarters, alerted by Albuquerque ARTCC to the presence of the unknown aircraft, initially indicated they were tracking a nontransponding radar target in the vicinity of Flight #564. However, NORAD subsequently received a transponder code identifying this target as a specific aircraft.

Longtime researcher Walter N. Webb, working with a grant from the UFO Research Coalition, conducted an extensive investigation of the Flight #564 incident, ultimately acquiring the voice tape communications between the 757 and Albuquerque ARTCC, but was unable to resolve the UFO as any known meteorological phenomenon or man-made aircraft. It remains unexplained.

Considering the many cases concerning cigar-shaped motherships that we call the Andromeda, this is not such a surprising story. It merely confirms what we have documented since about 1947. What is curious about this incident is that it happened in 1995. Was this an Andromeda sighting that was part of an SS psychological warfare operation? Or could this craft have been piloted by American military pilots—perhaps coming from a base in New Mexico or elsewhere?



Office Memorandum • UNITED STATES GOVERNMENT

TO : NOR - Mr. Morgan

DATE: September 4, 1946

FROM : CON - Mr. Lyon

SUBJECT:

TOP SECRET

OFFICE OF FAR EASTERN AFFAIRS DOCUMENT DISTRIBUTION OFFICE SEP 6 1946 DEPARTMENT OF STATE

TOP SECRET

Jack:

The following is the text of telegram no. 1538 dated August 29 from our Legation at Stockholm:

"Depts 1398, August 27.

"While over 800 reports have been received and new reports come daily, Swedes still have no tangible evidence. Full details of reports thus far received have been forwarded to Washington by our Military and Naval Attaches. My own source personally convinced some foreign power is actually experimenting over Sweden and he guesses it is Russia. He has promised to notify me before anyone else if anything tangible should be discovered."

FW 811.20200 FAMILY/8-2946

A/JT

TOP SECRET FILE

Class sheet Made

CON:FBL:er

A 1946 US Department of State document concerning over 800 ghost rocket sightings over Sweden. They are concerned that the Russians are behind this but it would seem that this is postwar

German activity possibly transferring men and materiel to and from secret Arctic bases.

It would seem that the Americans and the Canadians have their own flying saucer craft. Let us look at the UFO mountain in the Yukon.

UFO Base at Grey Mountain in the Yukon

Earlier in this book, as in my previous books, *Haunebu: The Secret Files* and *Antarctica and the Secret Space Program*, I reveal how a mountain in northern Argentina named Cerro Uritorco is famous for having flying saucers seen around it. Amazing photos have been taken of the constant UFO activity around this mountain, including photos in broad daylight showing a craft that is exactly like the Haunebu.

As I have said, escaped Nazis had moved considerable assets to Argentina and other South American countries during and after the war. These assets comprised gold, printing presses that could print counterfeit money, submarines, and flying craft such as the Haunebu, Vril and Andromeda. At certain secret places in Argentina and elsewhere these extraterritorial Nazis were storing and repairing their sophisticated and secret craft.

It appears that a similar secret UFO base is housed in a mountain in the Yukon, outside of Whitehorse in the south central area of the territory, near the border with British Columbia. Back in the 1990s I was told by several Canadians who lived in British Columbia that there was a secret UFO base in the Yukon. It appears that this secret base is near Whitehorse and is run by the Canadian government, probably in conjunction with the US and Britain. The technology for the flying saucers, or glowing lights—whatever they are—may have come from the German flying saucers or perhaps they developed it themselves. Let us look at the evidence.

In his book *UFOs Caught on Film*[1414] the British UFO investigator B.J. Booth reproduces a curious color photograph of seven glowing disks or orbs taken on Tagish Lake near Whitehorse in 1970. Says Booth of the photograph:

> This extraordinary photograph of seven small unidentified glowing orbs was taken by a couple who were taking a boat trip in 1970 on Tagish Lake in Yukon Territory, Canada. Around mid-

morning, the couple were steering their small open-top boat southwards through rough waters when they decided to move closer to the shore for safety. As they neared the shore, they saw seven, strange glowing objects. Four of them were fairly close, and three further away up the mountainside. The objects moved slowly in full view for about 15 minutes before they eventually grouped together. For fear of ridicule the couple that saw the UFOs did not tell their friends who were also boating on the lake that day, but after their photograph was developed they did share the evidence with them and gave them a duplicate slide of the image. Their friends decided to submit the picture to the Weather Office for investigation. The Weather Office in turn submitted it to the Department of National Defence in Ottawa. A year later, when the friends requested to know the findings of the Department, they were told that the information surrounding the case was classified. Will we ever know what it was that they witnessed that day?

Wow, the Department of Defense in Ottawa said the events were classified? Is that because the Canadian Department of Defense knows that this mountain is a secret military base of some sort? Or perhaps the secret facility is in the vicinity of this mountain. The exit points for some tunnels can be many miles from the secret facility itself. And in fact, there is another such mountain near Whitehorse that is known for its strange lights and this is Grey Mountain.

In an article that appeared in *Yukon News* on July 26, 2007 and found online, the author Rhiannon Coppin interviews a woman named Lorraine Bretlyn who has seen mysterious lights, flying triangles and silvery metal disk craft over the years, starting in 1976, six years after the photograph discussed above was taken. Says the lengthy article under the title of “Mining Yukon’s UFOs”:

> In 1976, for several weeks, a light followed a school bus on its regular route to Whitehorse from Lake Laberge. The bus driver saw it. So did her 10-year-old daughter and all the other kids on the bus. It made her nervous. She asked for a new route, and transferred to Carcross. So did the light. And it was closer. It would stop and shoot across the sky.
>
> Then, one afternoon just before Christmas, after all the children had been dropped off, something really weird happened. The

mother and daughter were near Emerald Lake, driving back to Whitehorse, when the object swooped and stopped, blocking the bus.

The woman and girl got off the bus and confronted a bright shiny disc. The mother suddenly panicked and threw her daughter back on the bus.

The object moved away, and then vanished. They never saw it again. “We got home and told the rest of the family,” the daughter told a story-collector at UFOBC 30 years later. “Dad thought we were crazy,” she said. It’s easy to be a cynic, says the Yukon’s UFO lady. And it’s hard work—though appreciated and necessary—to oversee the territory’s paranormal narratives. “If there’s no one here collecting then it looks like nothing happens in the North, and that’s just not true,” says Lorraine Bretlyn.

In the past decade, 160 tales of strange lights and strange sights in the night and day Yukon skies have been collected by Bretlyn and her UFO-investigating associates. They’re posted online at www.ufobc.ca.

Bretlyn interviews those with stories to tell. She also collects their photos and runs a small in-home gallery of UFO and paranormal photography. She advertises her operation via a bright signboard at 4th and Ogilvie with the words “UFO Adventures” and a phone number. Her old moniker, “UFO Garage,” is still plastered on her car. The name—an inside-joke with her husband about Grey Mountain—was too confusing for some of those interested in, but ultimately intimidated by, the UFO subculture.

Though she doesn’t run full-fledged “adventure” tours, she is willing to meet with people and answer their questions about the paranormal Yukon. Bretlyn began reaching out to UFO-affected Yukoners through this paper’s classifieds a decade ago.

“I didn’t know if I would get any calls,” she says. “And the phone never stopped ringing,” she says. “It was like a job. It was just continuous!”

Though many calls were recent events—there was a long string of sightings in the North in the mid-90s— several oldtimers called in with their guarded secrets from the ‘60s and before. “It had been on their minds for years and finally they had someone to tell,” says

Bretlyn. Out of those calls, the “UFO lady” (as some locals call her, she says) acquired her first three UFO photos. She eventually compiled 101 anonymous stories into a booklet. And the stories keep pouring in.

Though the sightings and photographs span the entire territory —from the Dempster Highway to Fox Lake to Haines Junction to Tagish—Bretlyn has one place in mind to direct visiting tourists. “I would take them absolutely to Grey Mountain,” she says.

Grey Mountain, where you can often see a spooky cloud snaking over the southern end and storms brewing to the east, is an epicentre for UFO activity in Whitehorse, says Bretlyn. The most recent Grey Mountain sighting came in early May, when a Riverdale couple saw strange dancing lights overhead one evening after dinner.

One of Bretlyn’s favourite paranormal photos was taken by her husband from the small cave on Grey Mountain as he turned to look back over Whitehorse. “It just looks like a huge UFO is coming out of the mountain,” she says. Bretlyn also had her first Yukon encounter (she may have seen something strange as a teenager in Manitoba, she says) on Grey Mountain.

Seven years ago she drove up the mountain to investigate a sighting that two tourists sitting in the Gold Rush Inn had reported. She parked off the gravel dirt road that leads to the microwave towers. Once outside her car, she stood and watched a silver object come and go over the mountaintop for 20 minutes. It was a nice clear day, she says. There were other planes and jets in the sky, and the object she tracked didn’t look like any of them. It was a silver disc shape, near the ground, and it went behind the mountain.

She started walking up the hill towards a landmark a friend had told her to check out. “Just as I got close and was going to look, this hellacious wind came and just blew so hard in my eyes, I had to turn around and go.” Once she got back to her car, the UFO popped up again. She didn’t snap a photograph.

“I had my camera, but I just couldn’t bring myself to put that between me and it.” She does have photos, however, of more than 100 other eerie phenomena: faces, strange mists, flying triangles

and discs and strange light blooms in sometimes a round orb-like shape.

Many of the photos she took herself once she became interested in putting photography and UFO hunting together. She says it's a matter of "eye gymnastics" whether you see something or not. She doesn't see all the strange things that show up once the film is processed, she says.

She just snaps away when she gets the feeling to, whether she's at the Pueblo mine disaster monument on Fish Lake Road, or at the Viceroy gold mine off the Dempster. Bretlyn does have a theory as to why she doesn't see things that have showed up on film, such as the phantom red-light beast in the cemetery, the ghostly mists at Viceroy, or the red orb flying out of Grey Mountain. "You know how whales make such deep sounds that's beyond the range of the human ear to hear?" she asks "I often think there's things about film or the speed of the camera that can catch things that are beyond the range of the human eye," she says.

UFO and paranormal photo-art covers the walls of her small Takhini studio. To make her art, Bretlyn has computer-enhanced some of the flying-objects ("to bring out the paranormal part of it") and re-printed them with their stories on poster board.

Every home has pictures of flowers and mountains, she says. "Why not the paranormal, for heavens sake! We live in a techie age, so why not?"

Bretlyn also says she doesn't think it ought to be too much of a stretch to incorporate UFO culture into Yukon tourism. We should offer T-shirts, photos, souvenirs and tours, she says. She points to the town of Moonbeam in Ontario's James Bay region. Moonbeam is known for its big flying saucer just off the highway. Their town mascot is a little green alien. A few years ago, she tried an experiment by leaving colorful UFO brochures and her business card at the visitors center. She came back to find the brochures had run dry, though her business cards were still there. "I think people weren't brave enough to take the next step," she says. "But they certainly liked the product."

Bretlyn also feels encouraged by every new phone call (even if it's the odd crank) and every letter thanking her for providing

outreach. Though Chris Rutkowski at the University of Manitoba and Martin Jasek with UFO-BC help track reported UFO sightings in the territory, Bretlyn is the go-to gal here, in the territory, on the ground.

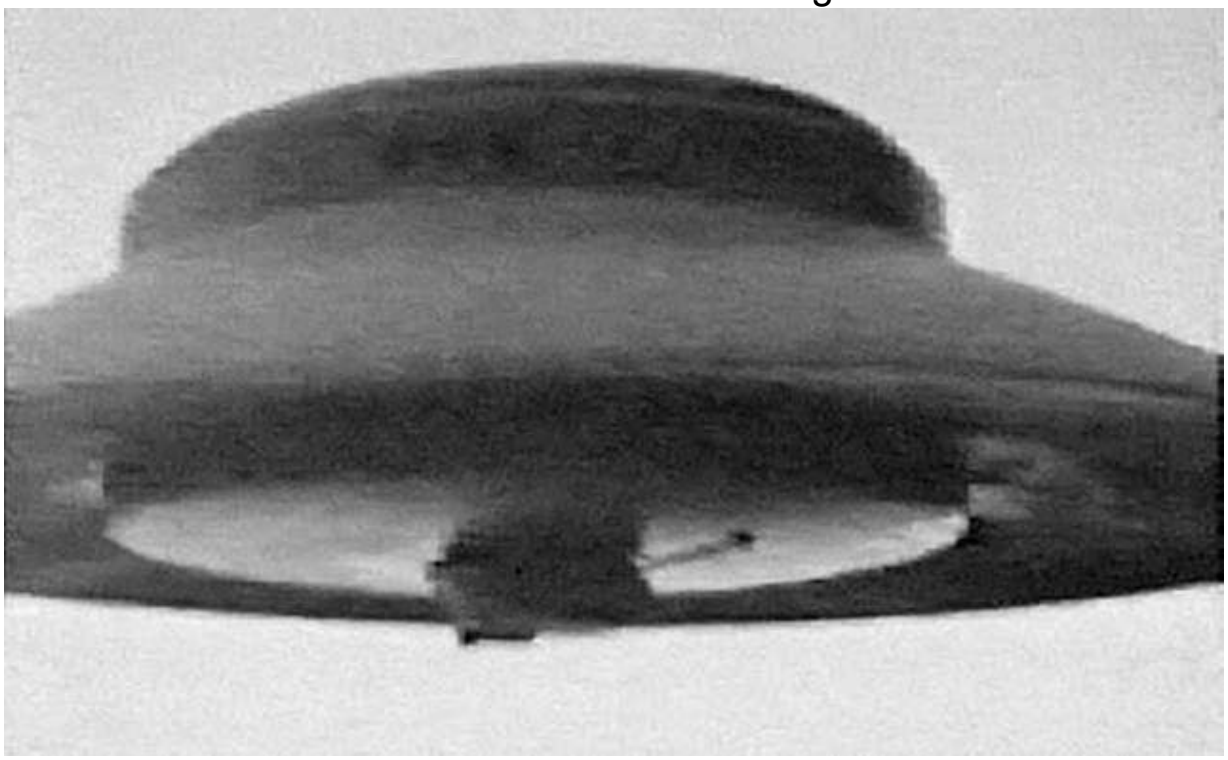
When new stories come forward, she can always hear the fear in the teller's voice. They're terrified to talk, she says. They're afraid that no one else will believe them. They don't want to believe what they saw. "It's programming," she says. "It's the ridicule factor." With a pile of stories and photographs from all decades, all over the Yukon to back her up, Lorraine Bretlyn is simply acknowledging critics, gathering supporters, and moving forward; looking up.

Stuart Nixon, the executive director of NICAP, holds up a 1971 photo of a saucer with a cannon beneath it, similar to photos from the Ettl document dump.

So, what is this Grey Mountain UFO area around Whitehorse? Bretlyn speaks of seeing silvery metal disks and flying triangles. She believes that Grey Mountain is the focus of this activity, but she also

mentions Fox Lake, Haines Junction and Tagish Lake. Is it a secret Canadian-America-British UFO base? Another such base has been said to be in the eastern area of Glacier National Park in Montana, a park on the border with Canada.

Some authors, such as Henry Stevens, have suggested that the German secret programs were incorporated into the American military through collaboration between the CIA and the extraterritorial remnants of the Nazi war machine. Still, even if the Germans had agreed to share some technology and cooperate with the Americans, they remained an extraterritorial power in South America, particularly in Argentina, Chile and Paraguay where openly pro-Nazi governments have operated in the past. As I report in my book *Haunebu: The Secret Files* investigators and witnesses were warned back in 2008 that the “SS was still active in Argentina.”

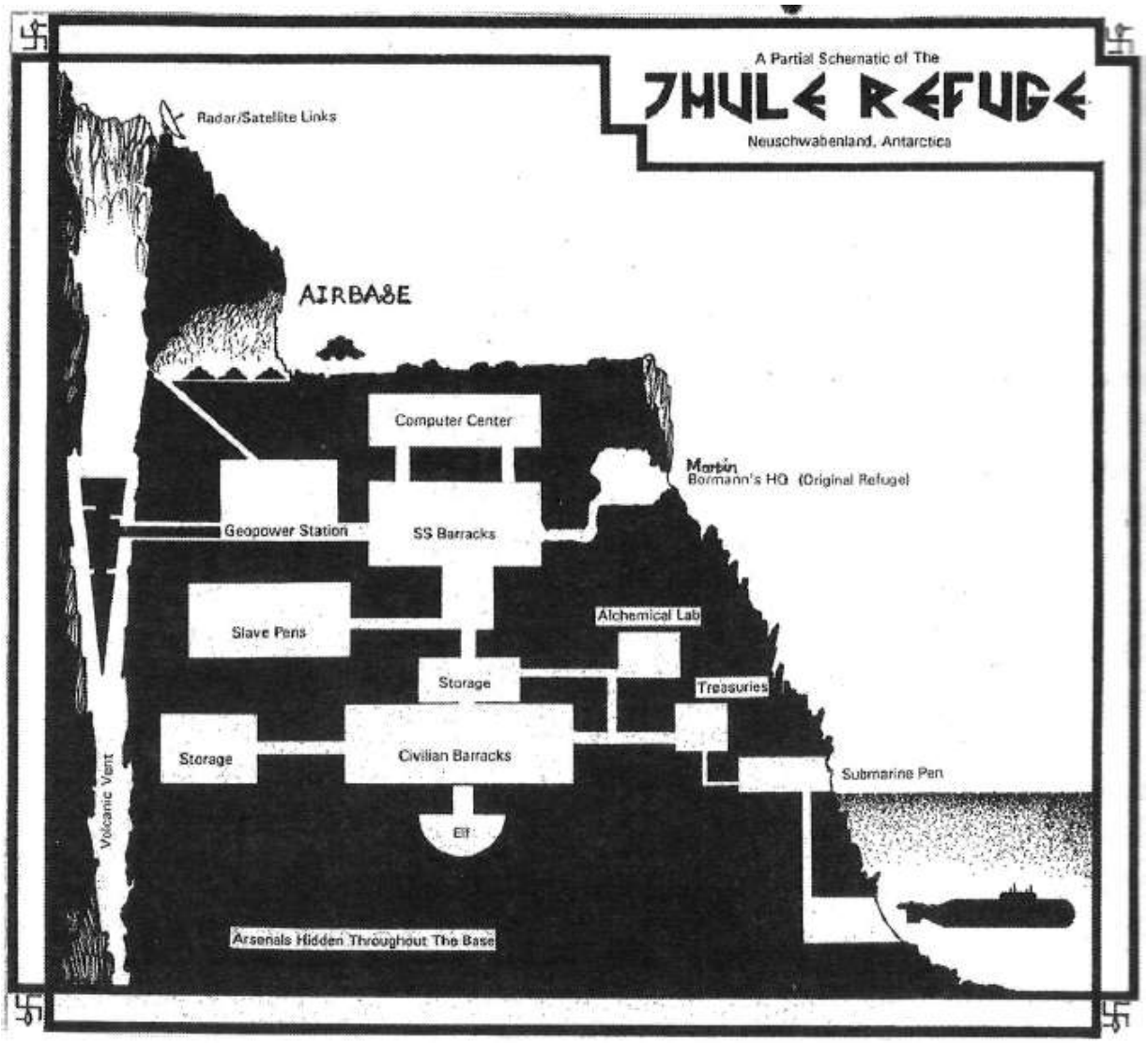


A photo of a Haunebu with a cannon beneath it from the Ettl documents.

What we have to remember here, which seems remote and fantastic in these modern times, is that during WWII the Germans and their allies, including the Japanese, did not recognize any territorial integrity with any country (except perhaps Switzerland). Before the war they actively sought out and created secret

submarine and air bases in an astonishingly wide range of places around the globe.

Not only did Germans establish a secret submarine base in Antarctica before WWII (the British did this too, and both bases were top secret) they established secret submarine bases in the Canary Islands, Greenland and even the Canadian Arctic. They probably established other secret submarine bases in Patagonia as well as somewhere in southern Chile. They apparently established a secret airbase in Tibet, several in South America and an airbase at the very northern portion of Norway called Banak. This airbase was not secret but constructed by the Germans in occupied Norway. It was abandoned by the Norwegian government shortly after the war. What had this airbase been used for? Apparently it was used for flights to the secret base in northeastern Greenland and to the secret base in the Canadian Arctic. Other flights were made by extreme long-range aircraft over the pole to Japan. It is thought that a similar, but secret, airbase was constructed in northern Finland, the scene of many ghost rocket incidents. Another similar former German airbase in Norway is at Bodo, a town much farther south than Banak. This facility has been kept up by the Norwegian Air Force and NATO is currently using this base, built by the Germans during WWII. This airbase probably also made flights to Greenland and the Canadian Arctic.



A fanciful drawing of the layout of a secret Nazi flying saucer and U-boat base.

With as many as 100 submarines still operating after the war, the remnant of the Third Reich was able to retreat to Antarctica and South America where they hoped to rebuild the Reich. Other countries such as Spain—with its colonies of the Canary Islands and Western Sahara—was also able to aid the remnants of the Third Reich immediately after the war. And, as I chronicle in my book *Haunebu: The Secret Files,* the flurry of UFO activity in South America began shortly after the escape of thousands of Nazis, many of them SS officers, to Argentina, Paraguay, Chile and other countries. This activity continues to this day.

The Strangeness Continues

As we now enter the 2020s, the strangeness continues. The motherships keep showing up at major cities and elsewhere to announce themselves to the public. A cigar-shaped object was seen over Keller, Texas on November 18, 2018. Said the *Houston Chronicle* on November 29, 2018:

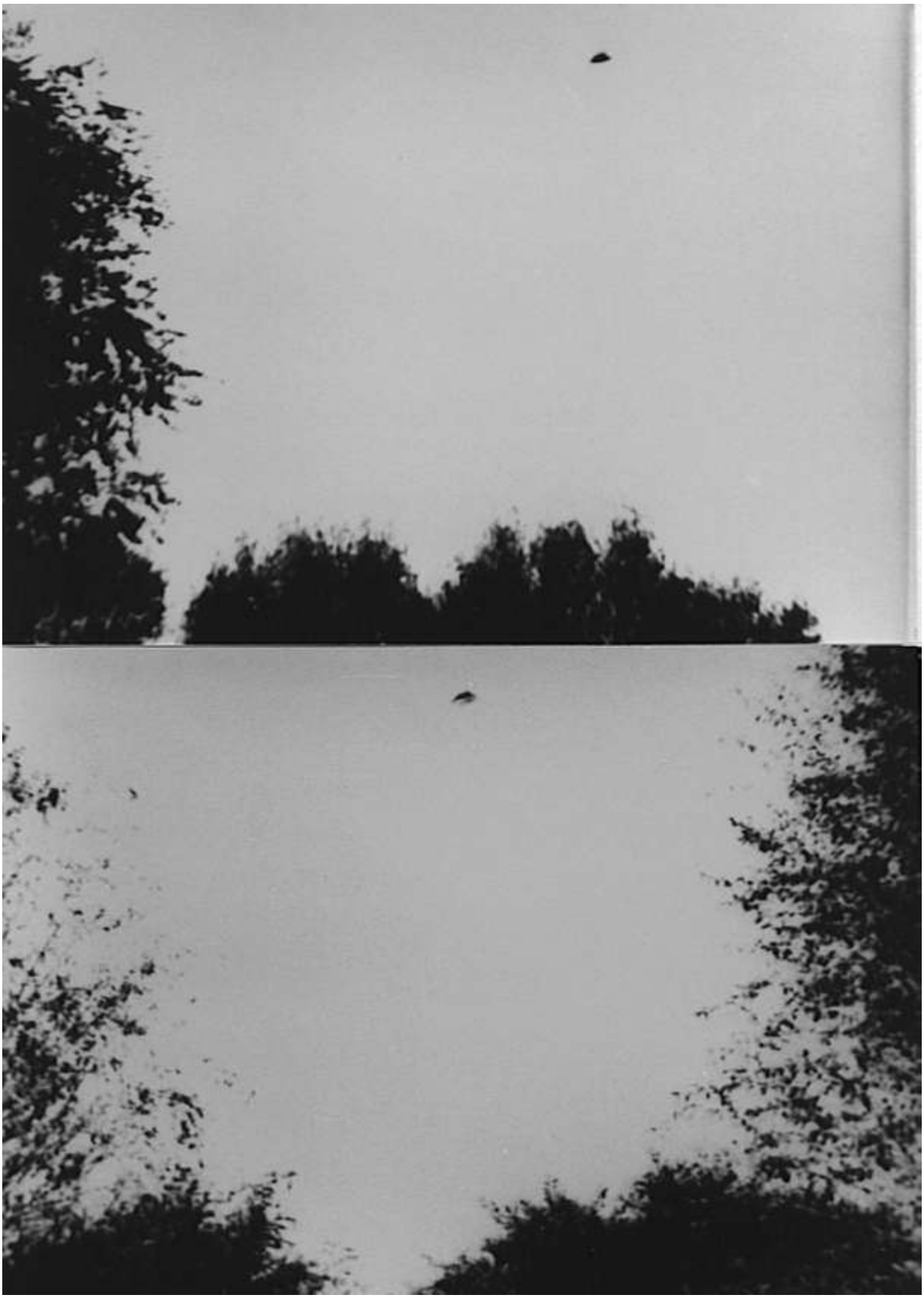
> At first, the white object in the sky looked like a cloud. A weather balloon, perhaps? The motionless, cigar-shaped object spotted last week near Fort Worth left the witness stumped. And a video of the sighting has since gone viral, opening the door to UFO theories online.
>
> "It was the oddest thing I've ever seen," the unidentified witness said, according to their report to Texas UFOs, a website that tracks mysterious UFO sightings throughout the state. "I watched it for about 20 minutes. It didn't move. I don't think I've ever seen anything in the sky stay that still before, not even for a few seconds, let alone 20 minutes."
>
> Several people commented on the YouTube video guessing it could be a blimp. However, a Texas UFOs administrator said they couldn't find any information the Goodyear blimp was scheduled to be in Keller on Nov. 18, the day of the sighting. Further, the witness said it sat motionless in the sky for about 20 minutes, and similar UFO sightings were reported in Brownsville in August 2016 and El Paso in August 2018.
>
> A few people went along for the ride on YouTube, with one commenter comparing the footage to "the classic cigar-shaped UFO" he saw in the mid 90's over Reading, Pennsylvania.

Cigar-shaped UFOs showed up over California with beams of light in the sky on December 23, 2020. These craft were caught on camera from high ground looking towards Orange County, and went viral on YouTube.

Then, as I chronicle in chapter one of this book, on December 29, 2020 a long cylindrical UFO was seen in the night skies off the shore of Oahu. The object had a blue glow to it and when it dove into the water, witnesses could still see the blue glow of the craft. It was about 8:30 in the evening and it was two nights before New Year's Eve. Hundreds of people saw the object and multiple people took

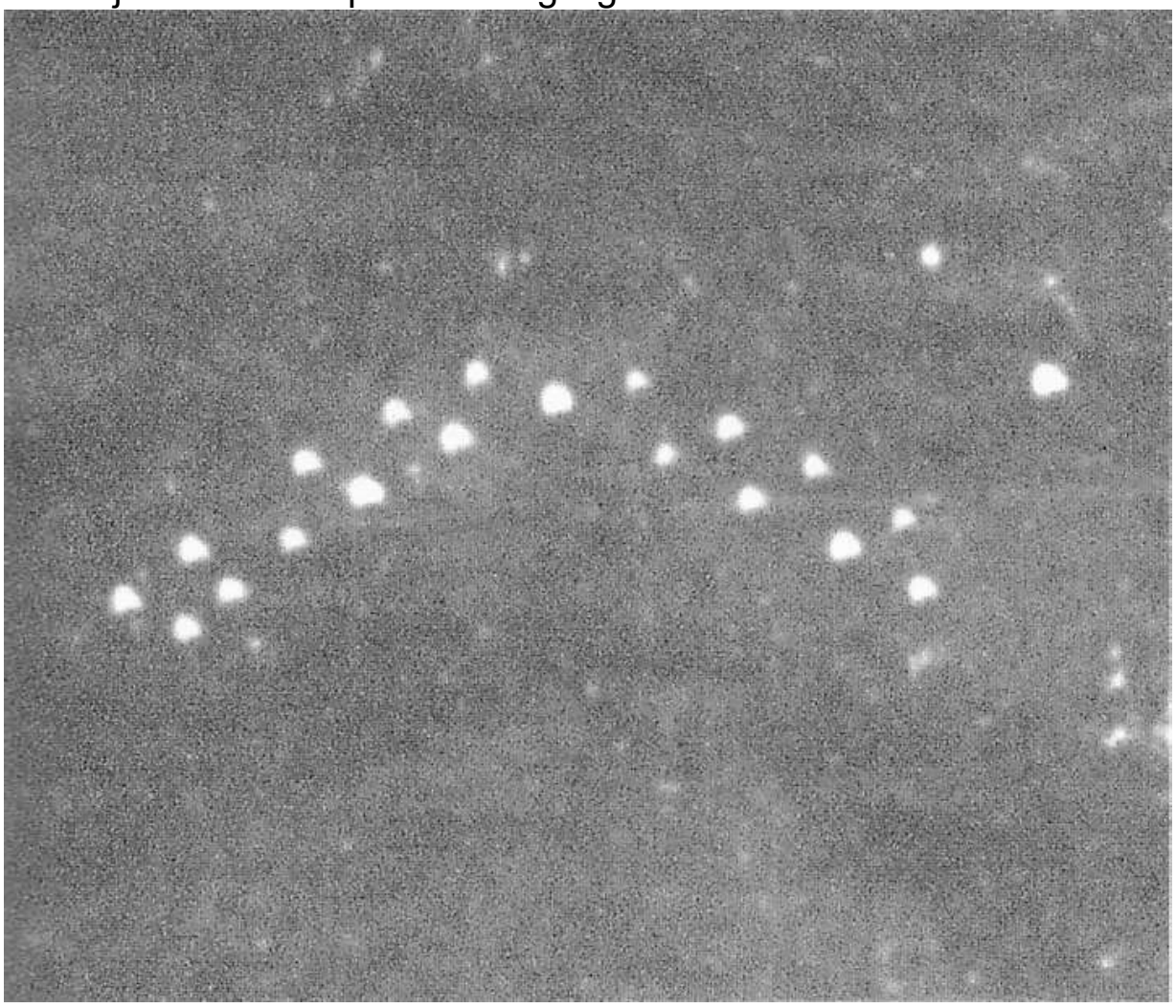
video footage of the glowing phenomenon. Many witnesses called the police to report the sighting.

A photo of a flying saucer taken at Las Grutas, Argentina on Jan. 3, 1975.



Two photos of a flying saucer taken at Villa Regina, Argentina on April 3, 1974.

Then, as I report in chapter one, on February 21, 2021 a pilot on a Phoenix-bound American Airlines flight radioed that an unidentified cylindrical object flew over the plane in New Mexico. The story in the *Arizona Republic* had the headline “Pilot reports UFO, says missile-like object flew over plane during flight to Phoenix.”



A photo taken of the 1951 Lubbock lights which involved 20 craft flying in formation.

So, we have an ongoing enigma on our hands. Maybe more and more of these Andromeda craft are being created. And what of the conventional submarine fleets?

If submarines can fly, would you continue to make conventional submarines? On September 15, 2021, Australia, Britain and the

United States announced that they would begin transferring nuclear submarine technology to the Australian military to build eight submarines. This new alliance was called AUKUS and they said that the submarines would be built at a plant near Adelaide, Australia. These submarines were meant to be part of a deterrent against the powerful Chinese navy in the Pacific region.

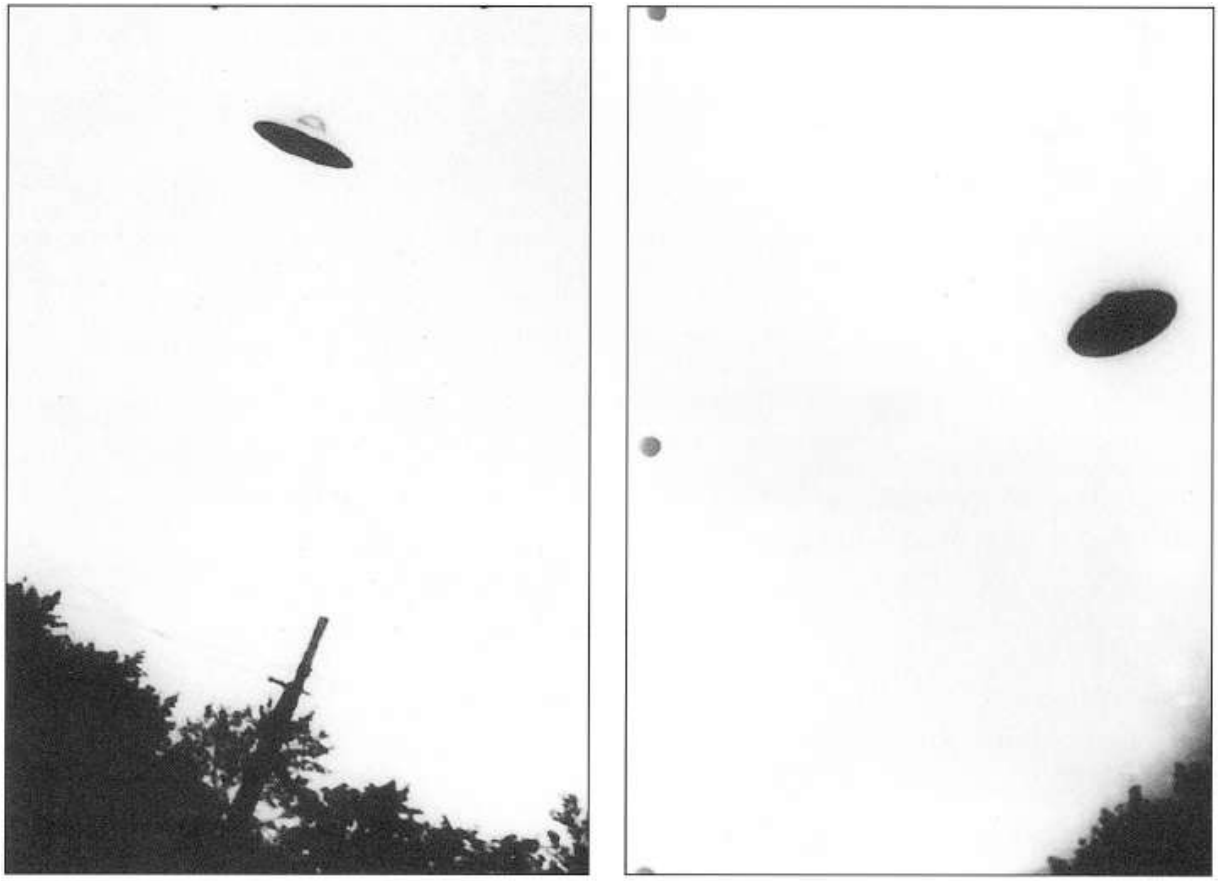
It would seem that these submarines will be conventional submarines with conventional weapons—mainly torpedoes. These submarines are expected to engage similar Chinese submarines in standard torpedo warfare. They can also sink battleships with their torpedoes.

So what of the flying submarines and UFOs coming out of the ocean? This is still occurring and the flying submarines are still hovering along the coasts of major cities like Honolulu. I was in Tonga a few days after the year 2000 New Year's celebrations and I was told by numerous people that a large cigar-shaped craft with lights on its side hovered offshore for nearly an hour near midnight. Hundreds of people at a party on the west side of the island saw the craft as it hovered in the sky at a distance from the coast. It eventually left, having let its presence be known.

Does the Third Power—the Breakaway Civilization— continually want to show off the Tesla technology that is over 70 years old to the people of the Earth? Or perhaps we have the Atlantean-Lemurian-Rama Empire ancient vimanas coming from their secret mountain hideouts in Tibet, the Andes and Mount Shasta. They are supposed to have underwater bases as well.

We can have the extraterrestrial presence as well, with their super technology and the ability to jump to hyperspace with their gigantic craft as has been witnessed in the Bermuda Triangle and elsewhere.

We have the possibility of other rogue science operations such as a Tesla-Marconi group said to have gone to South America in the 1930s. But the major thread here seems to be postwar SS with their Haunebu, Vril and Andromeda craft. And the continued incidents involving these craft are good for the evolution of the planet as they make us see beyond the fossil fuels and rockets that we are being told are our future.



A Vril craft photographed over Passaic, New Jersey, July 1952.

Fortunately, the oil economy is changing rapidly and the rise of electric vehicles and aircraft is occurring. Many third world countries that are oil exporters may find themselves without anything to export. This would be very bad for the world economy and therefore we cannot be weaned off of oil too quickly. This has to be done gradually.

As the notion of superconductors, super-batteries, zero-point energy, anti-gravity, super-gyros, and such comes into the general consciousness, so can technology progress to a point where these devices become commonplace.

And so it is for flying saucers and motherships—they are becoming commonplace. No matter what the Space Force, or the military or the CIA want to say, we all know that they have craft that they keep secret. In fact, we expect them to keep secrets. Whether they are cagey about green fireballs or a clandestine submarine base on an Atlantic Island, they must keep their secrets.

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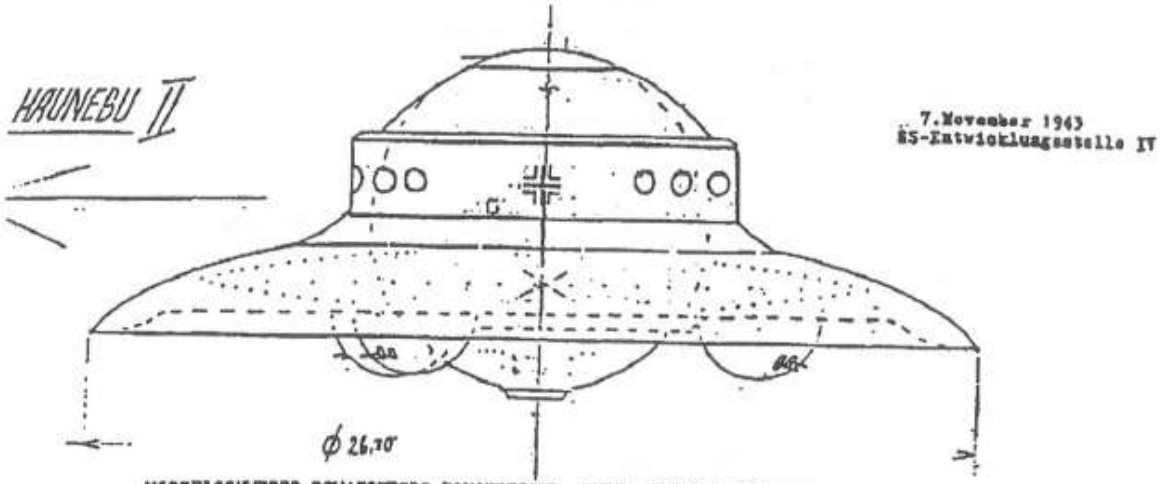
HAUNEBU II
7.November 1943
SS-Entwicklungsstelle IV
ϕ 26,50
MITTELSCHWERER BEWAFFNETER FLUGKREISEL, TYPE „HAUNEBU II"
Durchmesser: 26,5 Meter
Antrieb: „Thule"-Zaobyonator 7o (gepanzert; ϕ TY.-Scheibe: 23,1 Meter)
Steuerung: Mag-Feld-Impulser 4a
Geschwindigkeit: 6000 Kilometer p.Stunde (rechnerisch bis ca. 21000 möglich)
Reichweite (in Flugdauer): ca. 55 Stunden
Bewaffnung: 6 8 cm KSK in drei Drehtürmen, unten, eine 11 cm KSK in einem Drehturm, oben
Außenpanzerung: Dreieckott-„Pistalen"
Besatzung:9 Mann (erg. Transportverm.(bis zu 20 Mann)
Weltallfähigkeit: 100 %
Stillschwebefähigkeit: 17 Minuten
Allgemeines Flugvermögen: Tag und Nacht, wetterunabhängig
Grundsätzliche Einsatztauglichkeit (TT): 85 %
Verfügbarkeit „Haunebu II" (bei weiter gutem Erprobungsverlauf wie TT) ab.Oktober.
Dann Serienherstellung ab Jahreswende 1943/44, jedoch noch ohne verbesserte Kraftstrahl-kanone „Donar-Rak IIIY", deren Frontreife nicht vor Frühsommer 1944 angenommen werden kann.
Vom Führer verlangte hundertzehnprozentige Einsatzreife rundum kann allerdings nicht vor Ende nächsten Jahres erwartet werden.Erst ab etwa Serie 9.
Bemerkung zuständige SS-Entwicklungsstelle IV: Die neue deutsche Technik-und damit vor allem Flugkreisel und KSKe-wird wegen der noch zeitraubenden Herstel-

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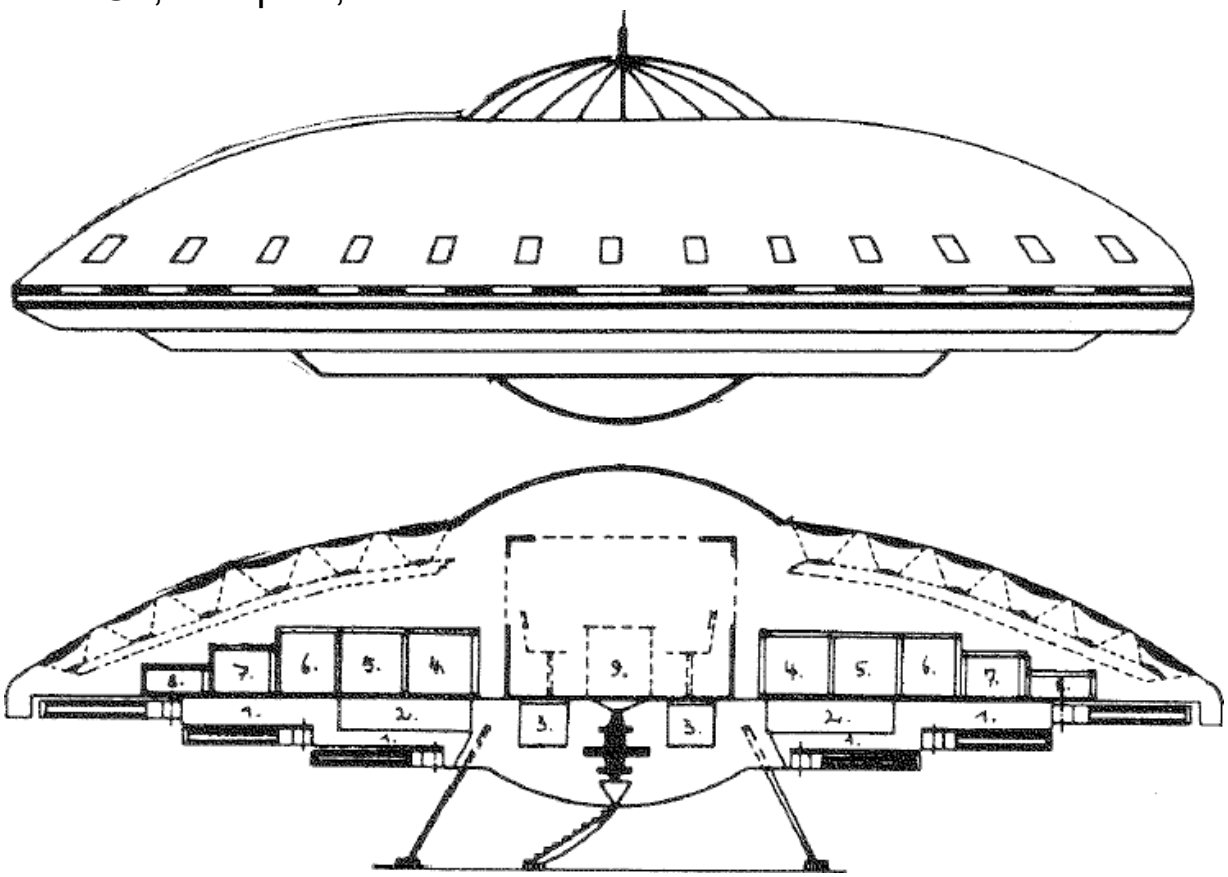

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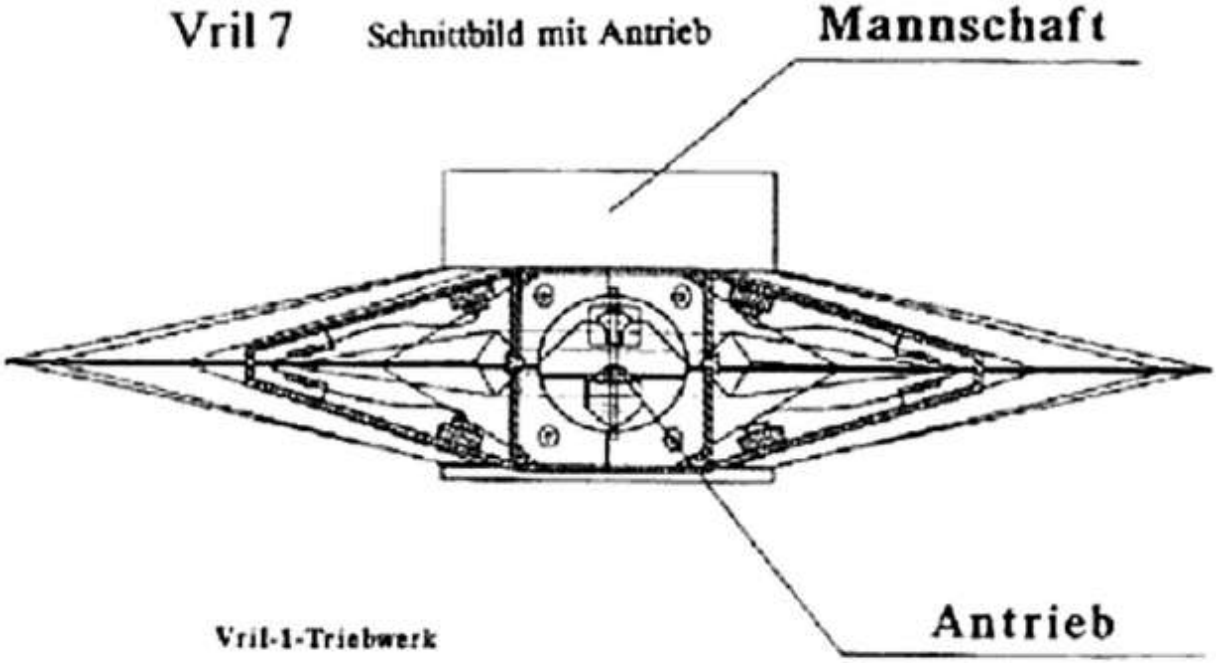
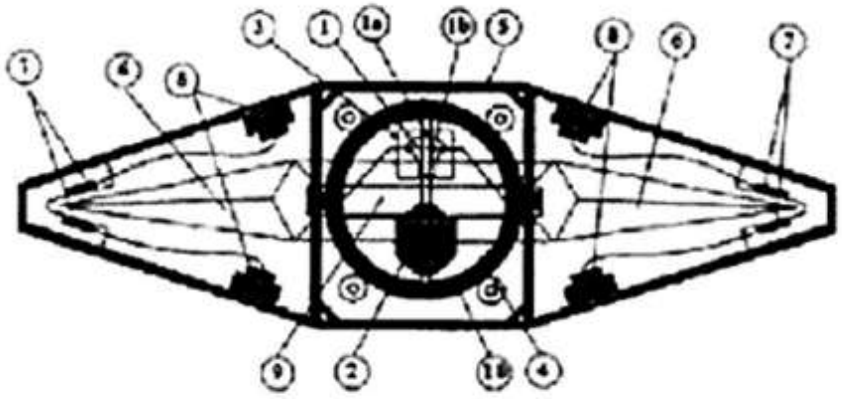
Vril 7 Schnittbild mit Antrieb

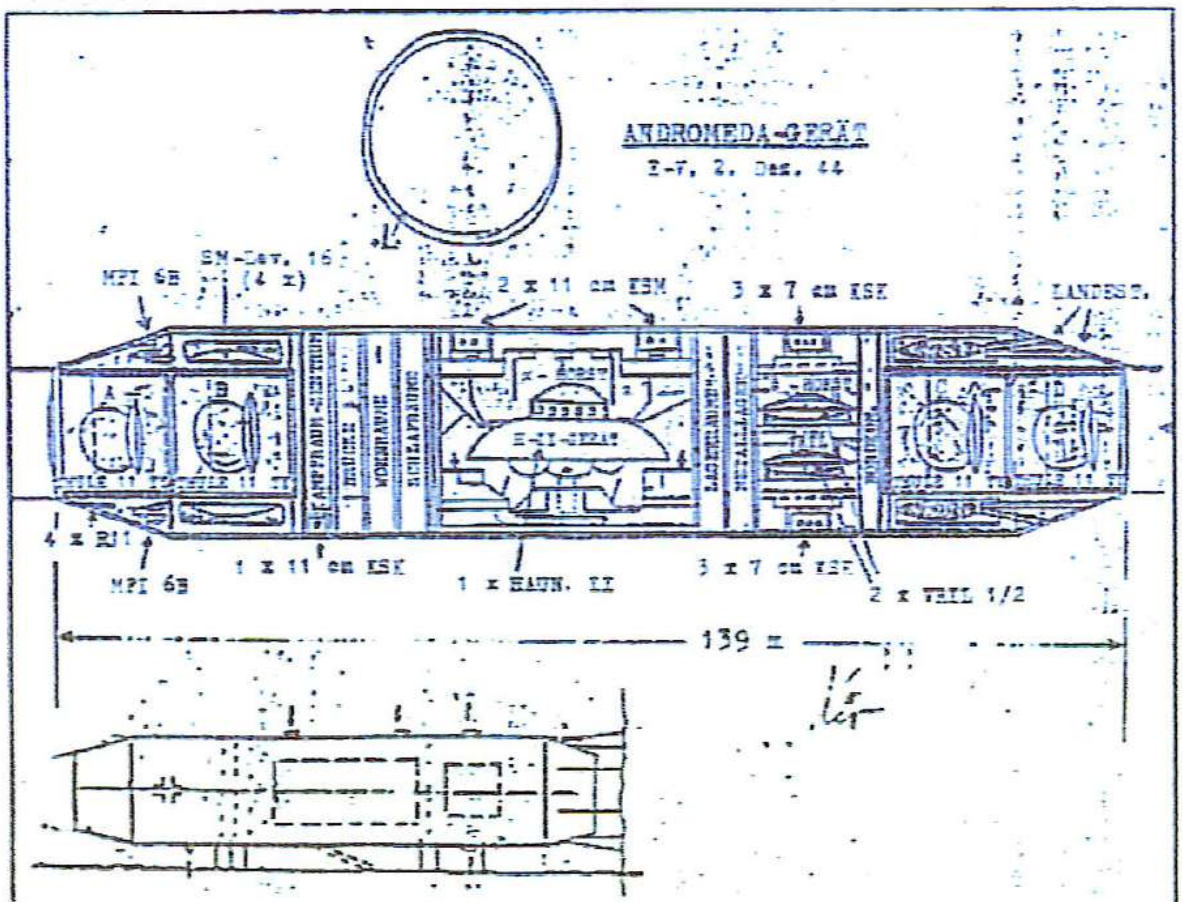


Vril-1-Triebwerk



1 Glocke
1a YX - Pol
1b XY - Pol
2 Haupt- u. Anlaß Generator
3 Glockenmantel
4 Schwingungseinschluß
5 Kammer
6 Drehkörper
7 Elektromagnete
8 Stromspeicher u. Aufnehmer
9 Vakuum
10 Schwingungsspeicher

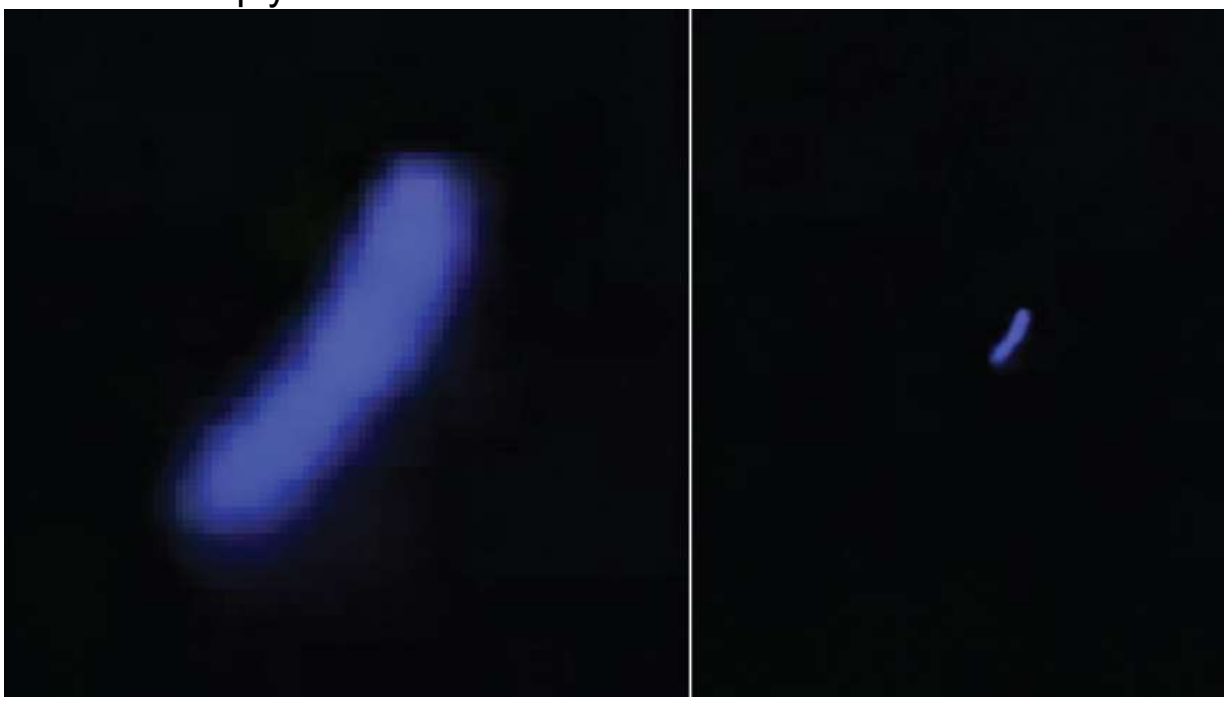
Gemeinschaft des Schwarzen Steins



Aus reichsdeutschen SS-Geheimarchiven (Planskizzen, Beschriftung aus Fragmenten rekonstruiert).

The plans for the Andromeda Gerat, a mothership capable of holding five flying saucers.

Left and below: Rare color photos of the Andromeda craft in flight. These photos were part of the 1989 document dump to Ralf Ettl. These craft were submarines and aircraft. How many were built after WWII we simply don't know.

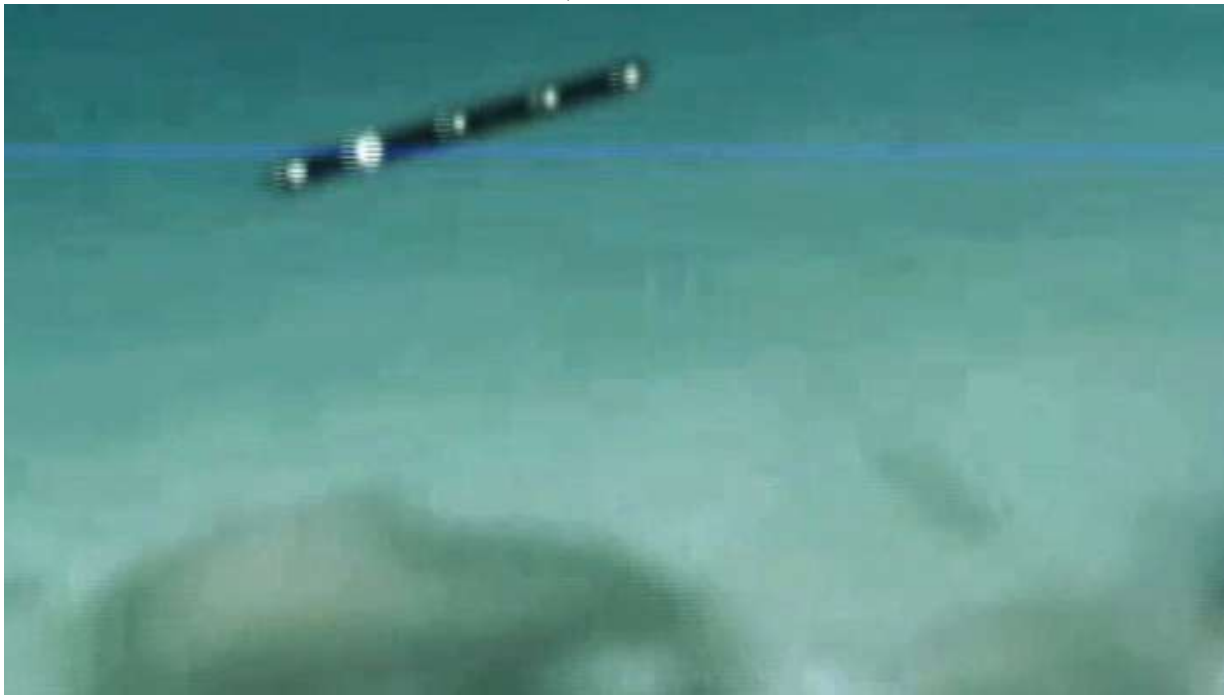


Left and above: The blue glowing UFO seen off Oahu, Hawaii on the night of December 29, 2020. The cylindrical craft hung in the air for some minutes with many people taking photos and video of the object. It then dove into the ocean where it could still be seen for a short time.

This reported mothership closed an airport in China in 2010 before it suddenly departed.

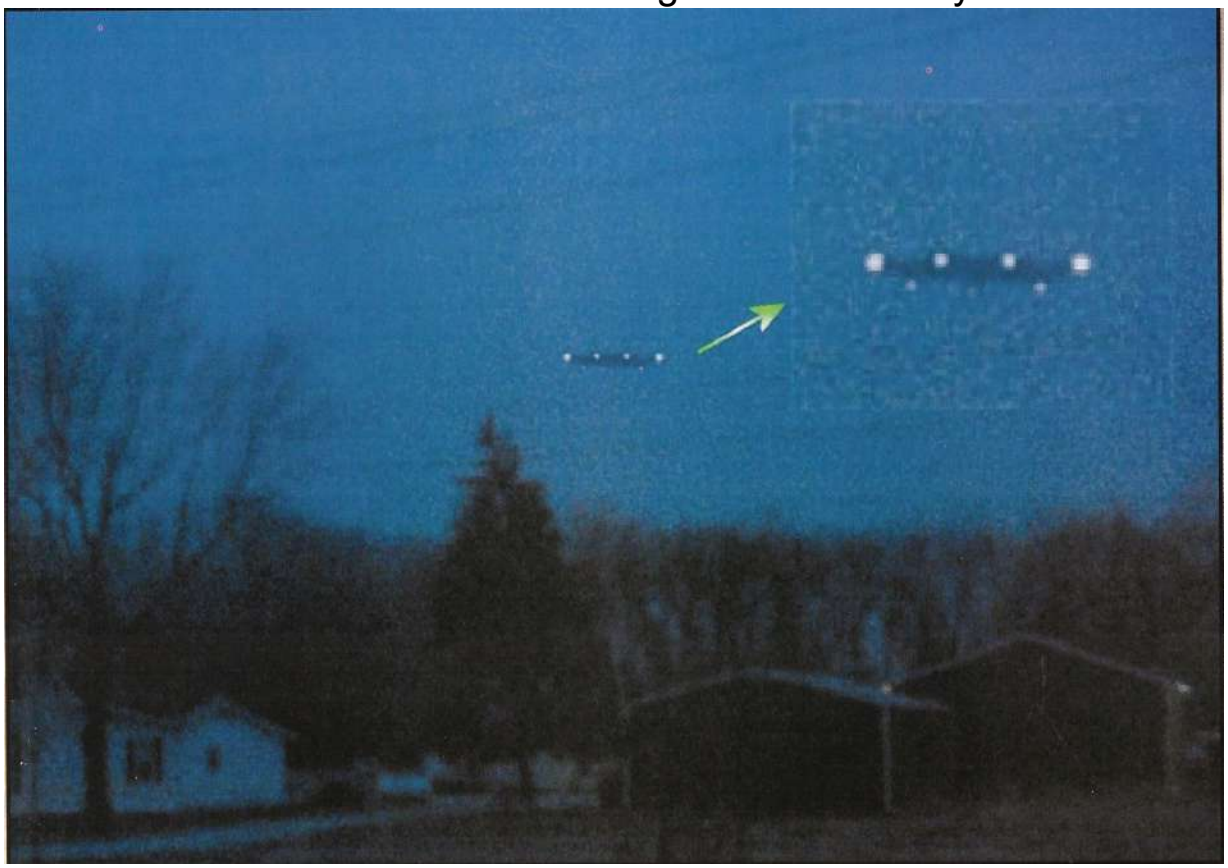
The Varnamo Sweden photo taken on March 21, 1974.

A photo of a mothership near a volcano in Mexico taken on October 7, 2015.



A photo of a cylindrical craft taken from an aircraft window while flying over Mexico, December 2012.

A cigar-shaped craft photographed off the Yucatan coast and sent to Mexican UFO researcher Jorge Moreno in July 2013.



A photo taken on January 31, 2008 of mothership-type object over Indiana.

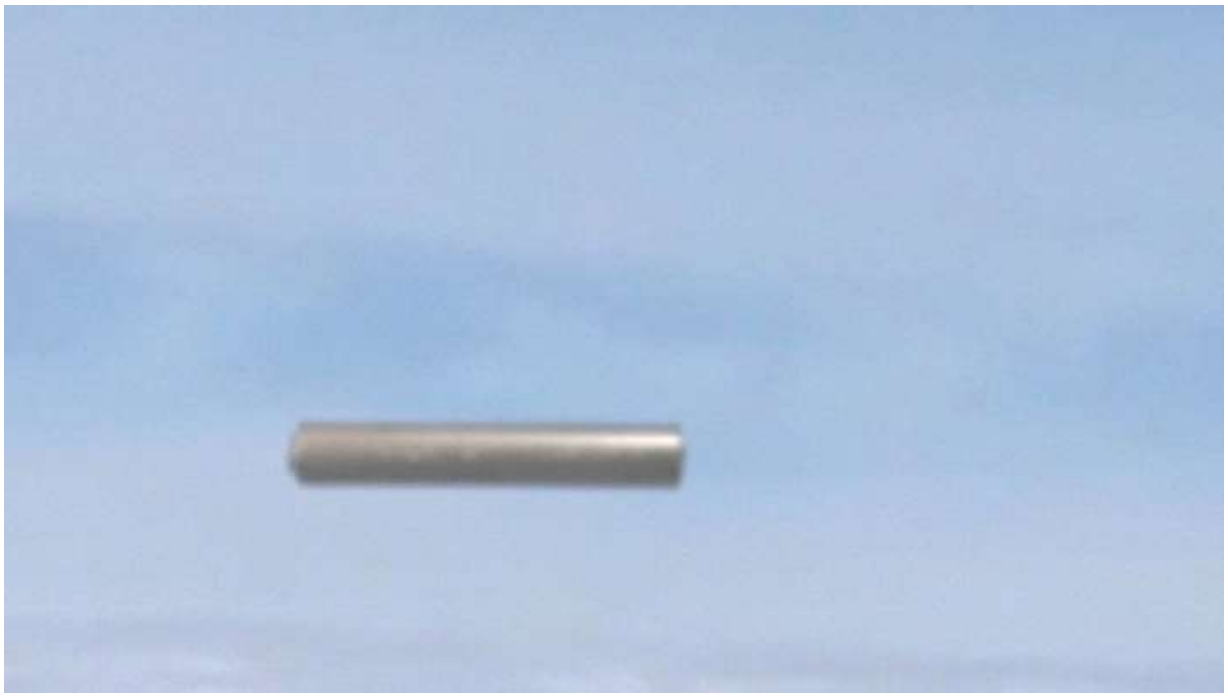
SQUADRON PRODUCTS

Above: Promotional photos from the Squadron model kit for the Haunebu II. We see the completed kit, including canons and the upper cupola armament. Below that we see the unique interior of the craft with it seating configuration of three, four, and two plus the energy shaft in the center of the craft. *Right*: The interior of a different model kit for the Haunebu II.

GRENADA 5c
UFO RESEARCH INTO UNIDENTIFIED FLYING OBJECTS
GRENADA 35c
UFO RESEARCH INTO UNIDENTIFIED FLYING OBJECTS
GRENADA $3
UFO RESEARCH INTO UNIDENTIFIED FLYING OBJECTS

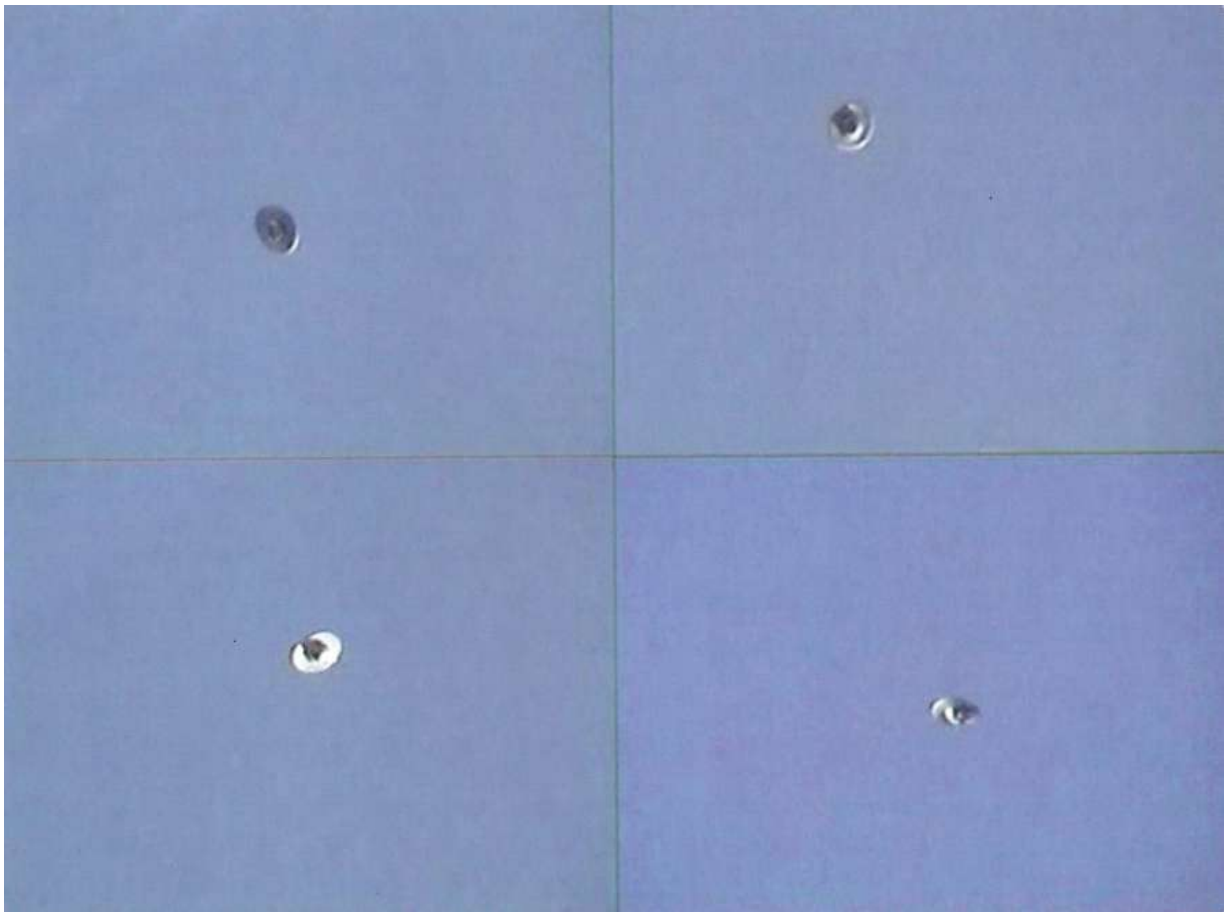
The stamps of Grenada.

A single photo of this Vril-type craft was taken at Locarno, Switzerland on July 19, 1956 by an anonymous photographer.



A photo of a cylindrical UFO over China put up on Pintrest by Alfred Entwistle.

A photo of a possible Andromeda craft at a SpaceX Starlink satellite on April 23, 2020.



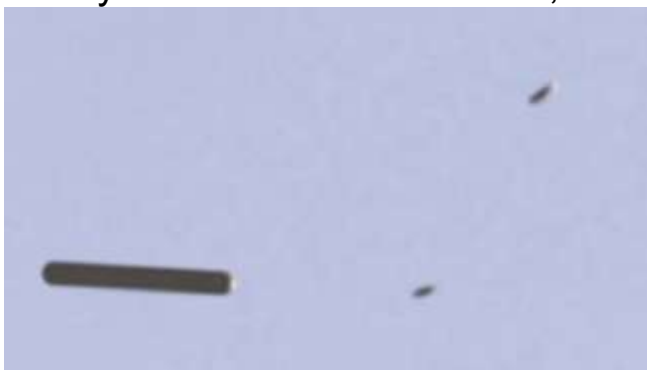
Four photos of a craft that hovered over Lake Havasu, Arizona on July 3, 2009.

A fully armed Haunebu II from the Ettl document dump.

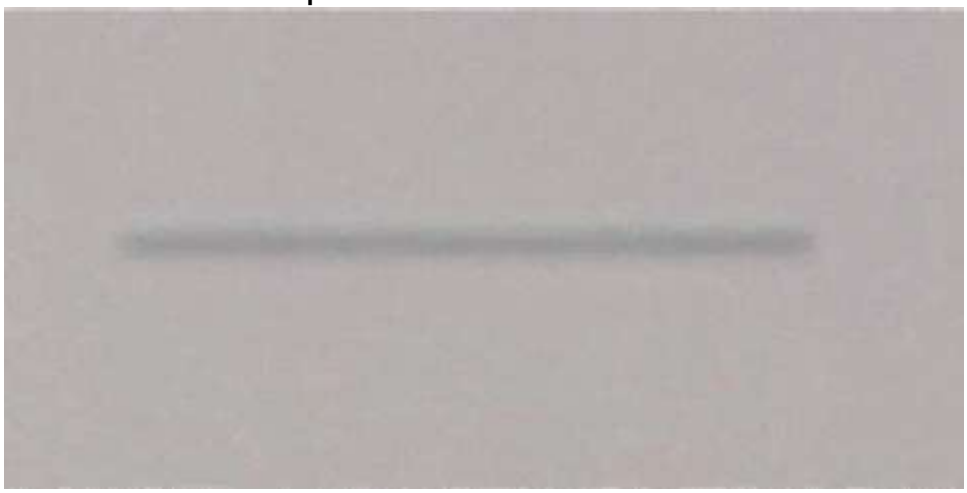
A photo of a UFO over Brighton, Sussex, England on March 29, 2019.

A photo of a Vril craft at Scheibe, Rheinland, Germany, 1979.

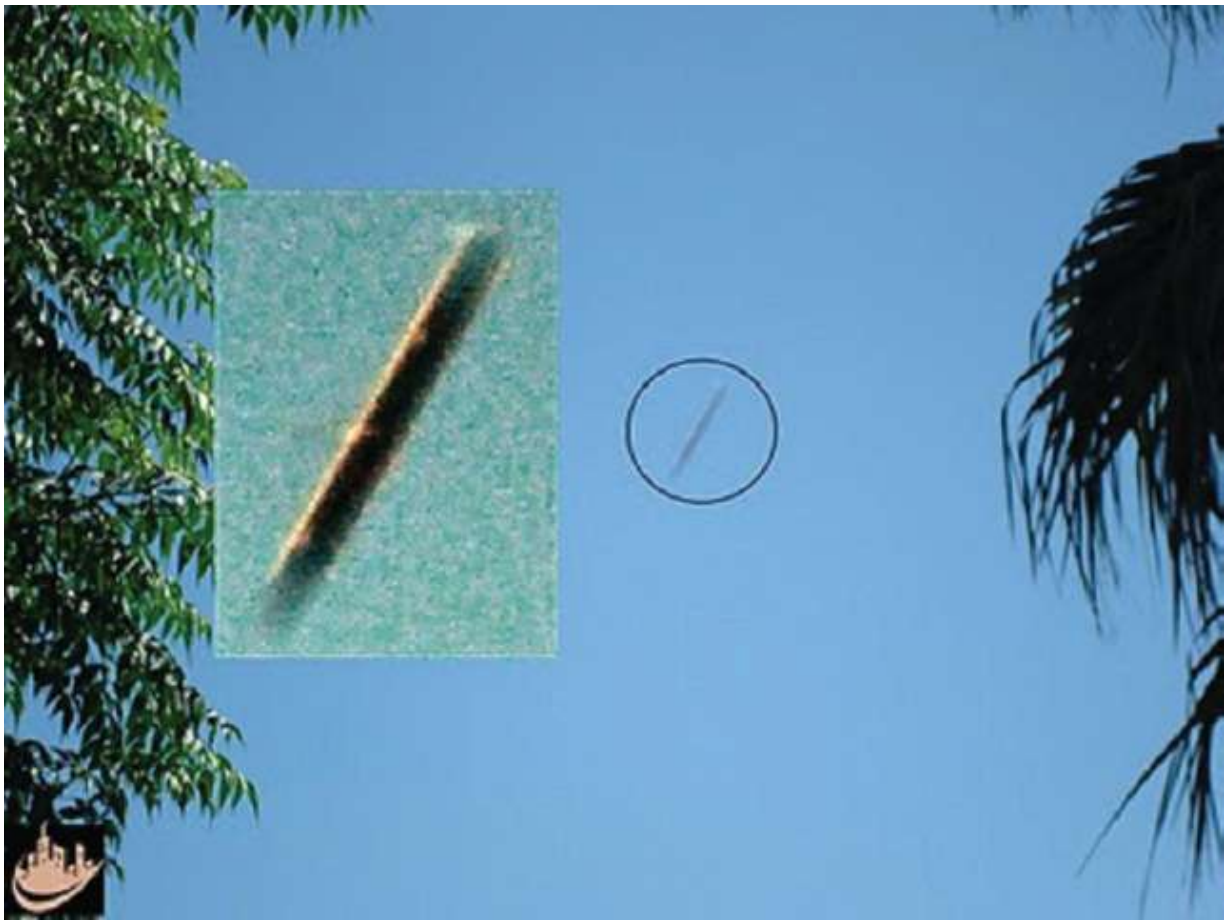
A photo of a cylindrical UFO over Keller, Texas, 2020.



A photo of a mothership with two saucers over the UK circa 2019.



A photo of a possible Andromeda craft over Korosten, Ukraine on March 17, 2014.



A photo on Pinterest of a possible Andromeda craft at an undisclosed location.

A photo of a curious UFO over England on August 30, 2019.

A photo of two cylindrical craft over Orange County, California, Pinterest, 2020.

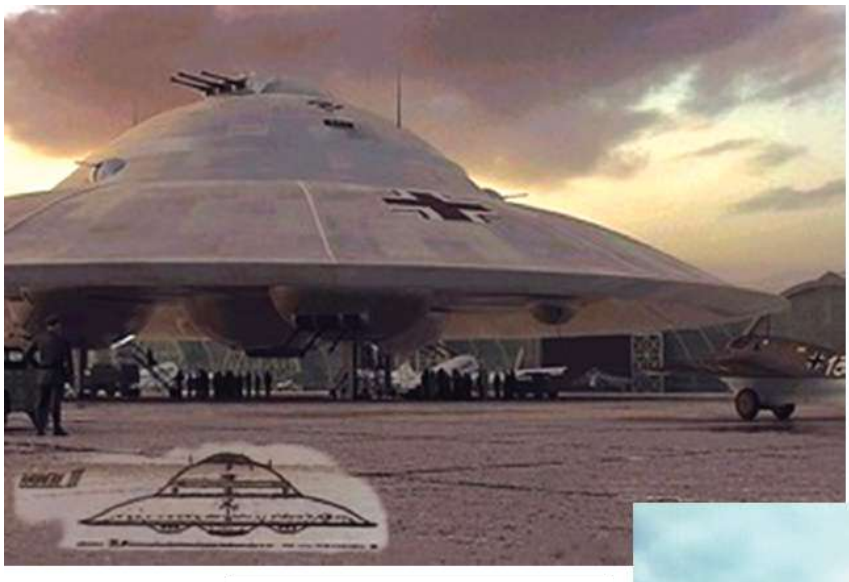
A photo from Pinterest of a mothership over the UK April 2019.

A large craft photographed from the Gold Coast, Australia in early 2014.

This reported mothership was videotaped in France circa 2020 and these are two secreen grabs from the video.

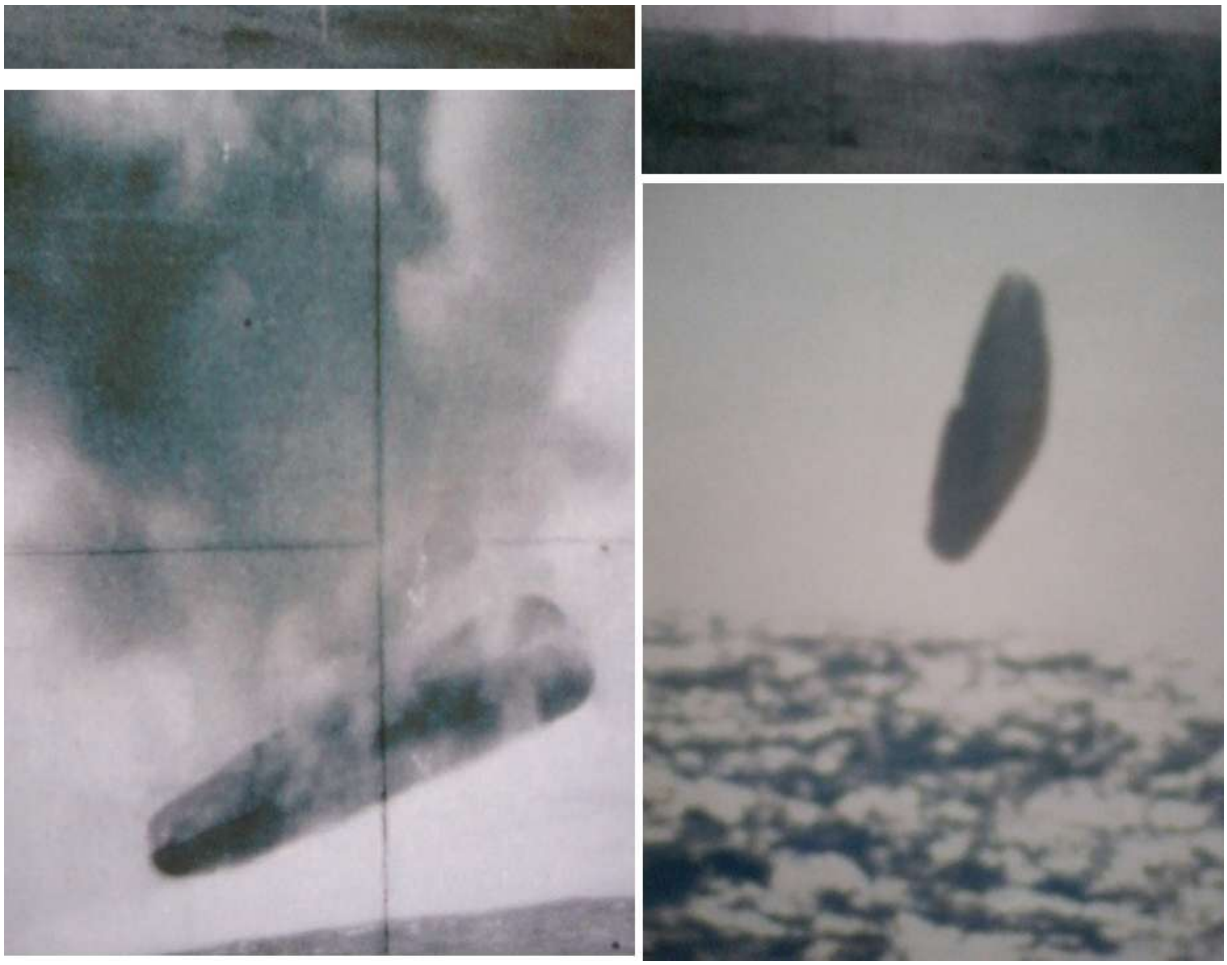
A photo of a saucer over Charleston, South Carolina taken on April 4, 1989.

A photo of a flying saucer at Wurzburg, Germany in 2009. Note the craft in the bottom right.

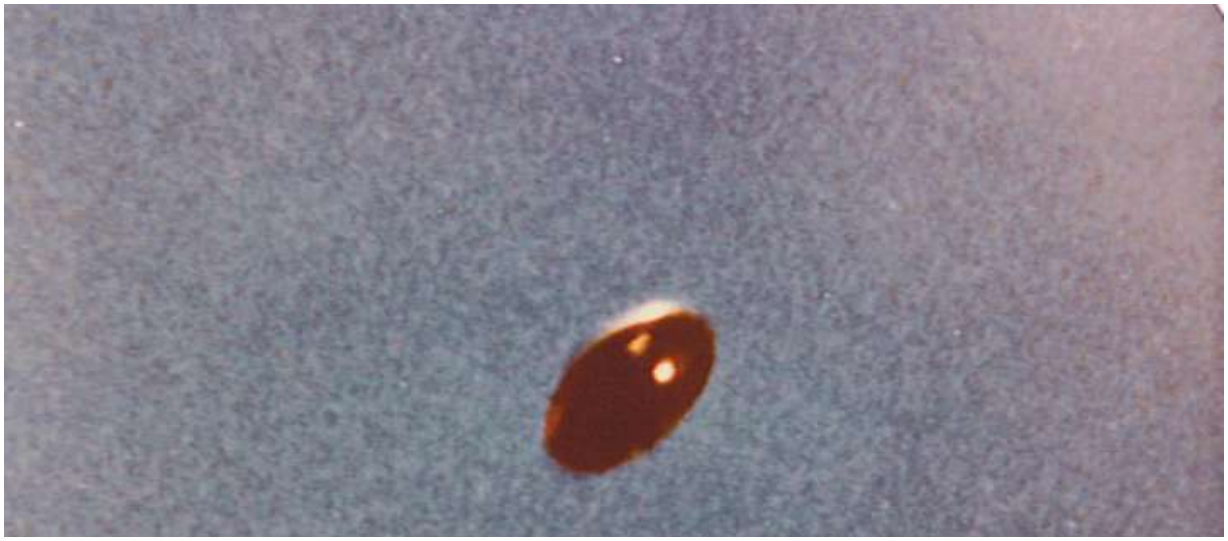


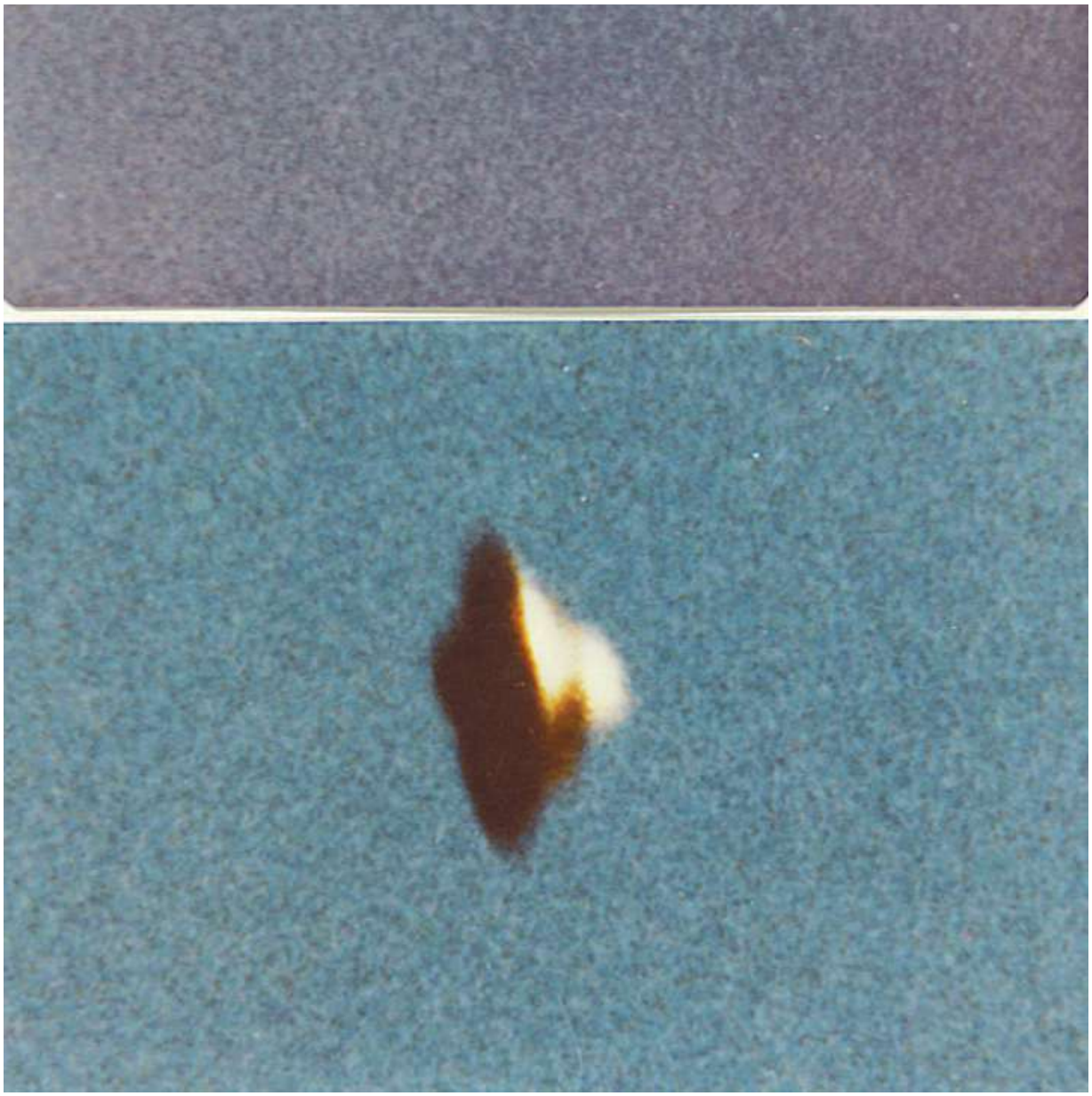
Above: A rare color photo of a Haunebu III from the Ettl document dump. *Right*: A rare color photo of a Haunebu I on the ground. From the Ettl document dump.

A photo of a group of small craft coming down from Tagish Mountain in the Canadian Yukon, 1970.



Clockwise from top left: In March of 1971 the US Navy submarine *Trepang* took these photos of a cigar-shaped craft coming up out of the ocean near Iceland. The displaced water turned to steam as the craft leveled and flew off. A second smaller object then came out of the water.





Two of several photos taken on February 4, 1978 at Miki-Cho, Kagawa, Japan. The saucer hung in the air motionless and sideways for several minutes.

Above: A screen shot of a Haunebu at Cerro Uritorco in Argentina from a television newscast. *Right*: A Haunebu with a cannon beneath it from the Ettl document dump.

A photo of a flying saucer over Cerro Uritorco in northern Argentina.